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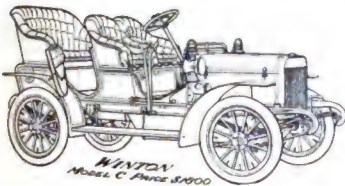
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VOL. IX

✠ 1440 Broadway, New York, January 14, 1905 ✠

NO 14

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Air control, whereby operator can graduate speed from 4 to 60 miles an hour, without touching a speed lever or changing gears.

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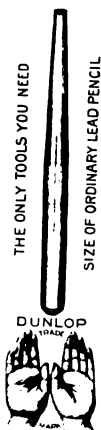
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500 sets sold and in use from six weeks to six months—from 500 to 4,500 miles—prove to the satisfaction of everybody investigating their record, that our 1905 wrapped tread construction will give from three to five times greater service than other tires.

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This line can be seen at the New York Show

7 H. P. Regular Runabout	- \$650	20 H. P. Touring Car	- \$1,400
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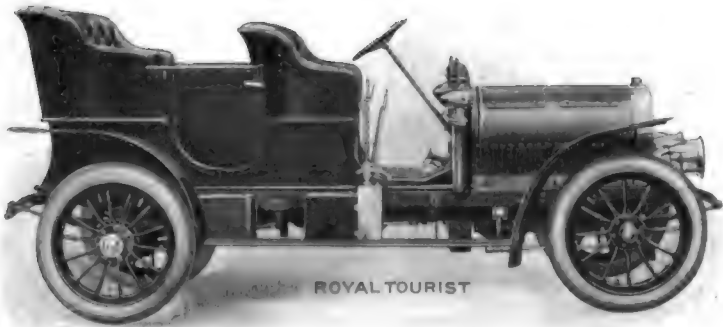
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MODEL F

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All users of Gasolene Automobiles and all intending
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 and the members of that corporation who
 of the Association of Licensed Automobile
BY THE RECOGNITION OF THE VALIDITY
NO. 549,160, GRANTED TO GEORGE

A capitulation has been made also by the present American representatives of the Mercedes automobiles hereinafter named.

In the future all **PANHARD MOTOR CARS** brought into the United States by or through Panhard & Levassor or Smith & Mabley, and all **MERCEDES CARS** brought in by Allen, Halle & Co., through their representatives, Smith & Mabley, all of New York City, **WILL COME IN UNDER LICENSES** granted by the Electric Vehicle Company of Hartford, Conn., under the Selden patent, with the authorization of the Association of Licensed Automobile Manufacturers.

Suits had been brought and vigorously prosecuted against the representatives of the Panhard and Mercedes cars for infringement of the basic Selden patent, No. 549,160, by the unlicensed importation of the cars named, and this surrender now clears the way for these makes of foreign cars to have license plates attached to them when sold by or cleared through the parties named herewith.

The royalty on all Mercedes and Panhard cars heretofore brought in by the parties named since January 1, 1903, having been adjusted, Selden license plates will be furnished the present owners of such cars upon application to the agents.

THE FULL LIST OF LICENSED IMPORTERS (who represent all the leading makes of foreign cars) from whom cars may be purchased, or through whom they may be cleared in any port of entry, without liability of suit for infringement of the Selden patent, is now as follows:

AUTO IMPORT CO.	1786 Broadway, New York
SIDNEY B. BOWMAN AUTOMOBILE CO.	82 W. 43d St., New York
THE CENTRAL AUTOMOBILE CO.	1684 Broadway, New York
HOLLANDER & TANDEMAN	5 West 48th St., New York
F. A. La ROCHE CO.	147 West 38th St., New York
STANDARD AUTOMOBILE CO. OF N.Y.	136 West 38th St., New York
SMITH & MABLEY, INC.	513 7th Av., New York
PANHARD & LEVASSOR	232 West 13th St., New York
WORTHINGTON AUTOMOBILE CO.	547 5th Av., New York

ALL PERSONS ARE NOW FINALLY WARNED that suits will be brought against firms and individuals who import hereafter any gasolene automobiles of any foreign make through any entry port of this country, or who buy any foreign made gasolene automobiles not imported by or cleared through one of the licensed importers above named.

William A. Redding, Esq., Attorney, of 38 Park Row, New York City, has been authorized to make adjustments with persons who have in the past unwittingly infringed the Selden patent by the importation or purchase of unlicensed foreign made automobiles, and who choose now to guard themselves against prosecution.

ASSOCIATION OF LICENSED

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THE PUBLIC

purchasers are hereby notified that there has been a
& LEVASSOR COMPANY, OF PARIS, FRANCE
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 Manufacturers under the Selden patent,
OF THE BASIC U. S. LETTERS PATENT
B. SELDEN, NOVEMBER 5, 1895

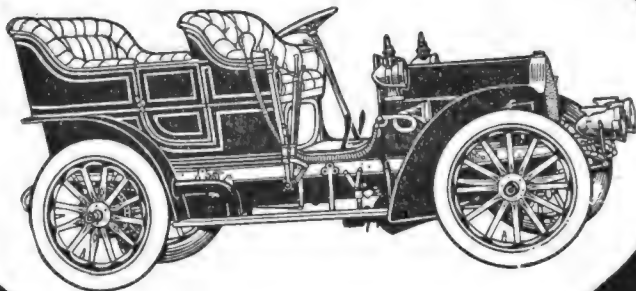
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ELECTRIC VEHICLE CO.	Hartford, Conn.
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H. H. FRANKLIN MANUFACTURING CO.	Syracuse, N. Y.
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THE KIRK MANUFACTURING CO.	Toledo, Ohio
KNOX AUTOMOBILE CO.	Springfield, Mass.
LOCOMOBILE CO. OF AMERICA	Bridgeport, Conn.
NORTHERN MANUFACTURING CO.	Detroit, Mich.
OLDS MOTOR WORKS	Detroit, Mich.
PACKARD MOTOR CAR CO.	Detroit, Mich.
THE PEERLESS MOTOR CAR CO.	Cleveland, Ohio
THE GEORGE N. PIERCE CO.	Buffalo, N. Y.
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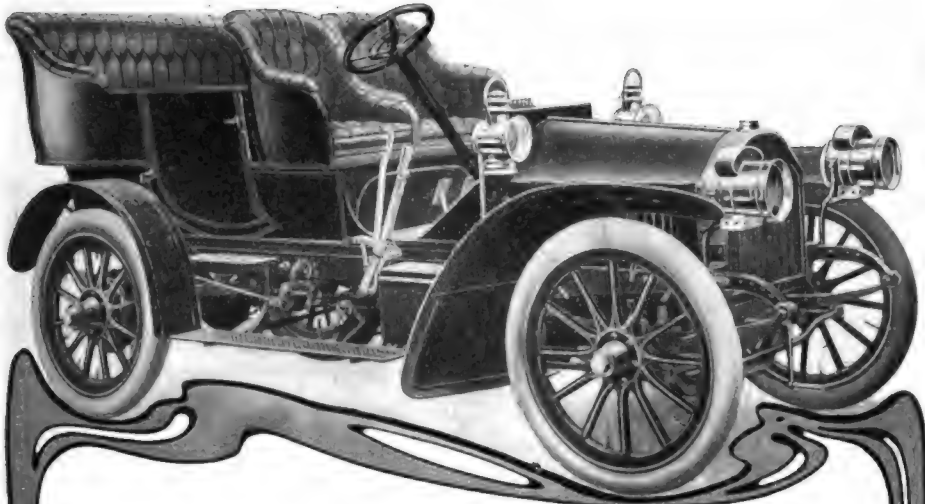
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For 1905

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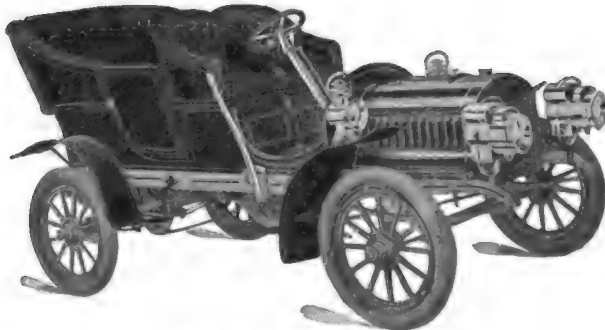
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Model "C." Price \$1,250.00

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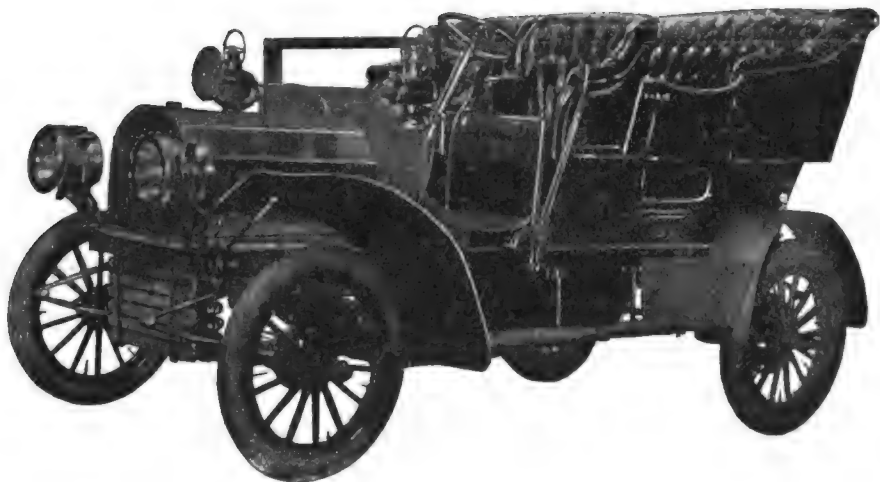
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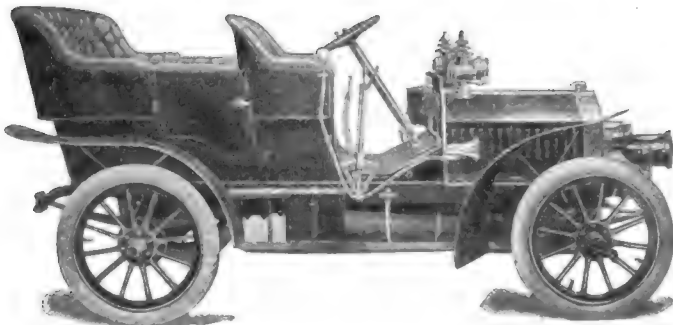
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- No. 1. New York to Trenton and Philadelphia, November 19.
- No. 2. New York to Boston.—First Section, New York to New Haven, November 26.
- No. 3. New York to Boston.—Second Section, New Haven to Springfield, December 3.
- No. 4. New York to Boston.—Third Section, Springfield to Boston, December 10.
- No. 5. New York to Chicago.—First Section, New York to Poughkeepsie, December 17.
- No. 6. New York to Chicago.—Second Section, Poughkeepsie to Albany, December 24.
- No. 7. New York to Chicago.—Third Section, Albany to Utica, December 31.
- No. 8. New York to Chicago.—Fourth Section, Utica to Syracuse, January 7.

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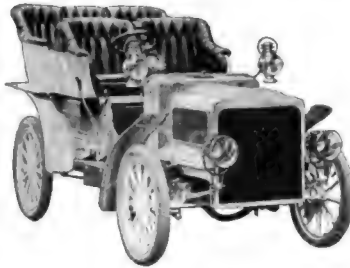
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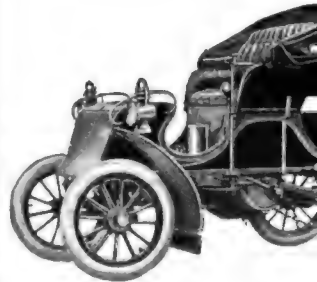
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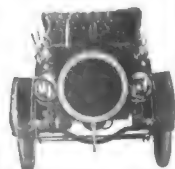
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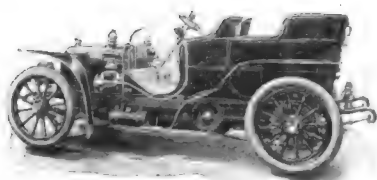
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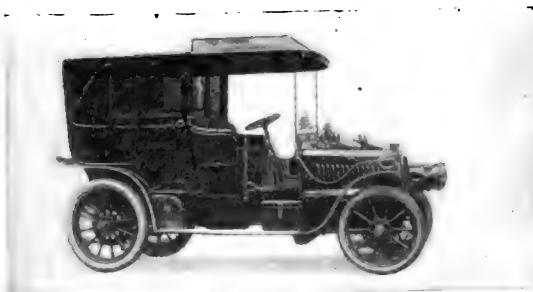
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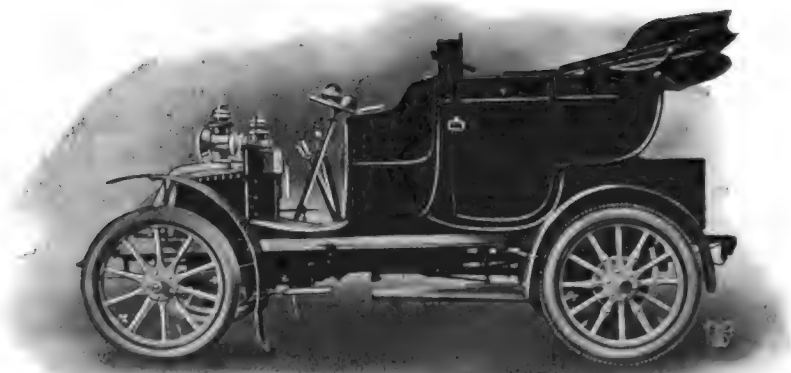
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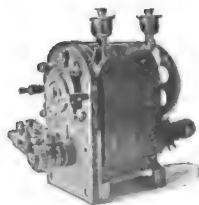
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VOL. IX.

JANUARY 14, 1905.

NO. 14

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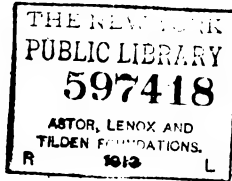
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A Series of Exaggerations by Malcolm A. Strauss



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Frank A. Munsey—"Well?"



Automobile Topics

Illustrated.

VOL. IX.

JANUARY 14, 1905.

No. 14



IN the midst of the shows we are in life—throbbing, glowing, whirling life. The whirl began on Tuesday night, when the Importers' Salon opened, and to-night, when the greater show opens in Madison Square Garden, it will be on in earnest. New York never has seen such a time with automobile shows as it will have this year. They promise to capture the social life of the metropolis,

as the horse show has been wont to do. For the next week or ten days it will be a wild round of work and dining and attendance at meetings. It will be early to bed (in the morning) and early to rise, with the exhibitors and their assistants at the show, and the newspaper workers, and when the dizzy round ends, they will ache externally and internally, but have the consoling reflection that they have done a good business and had a good time. 'Twas ever thus.

AUTOMOBILE TOPICS

ON next Monday will appear the first issue of AUTOMOBILE TOPICS DAILY, which is published every year during the show in the Madison Square Garden. This year this paper, the only daily devoted to automobiling ever published in the United States, will be better than ever. It will contain the most complete reports of the show and details of the exhibits to be found anywhere, plus all the news and gossip of the week from everywhere, and special contributions of bright and entertaining matter from well known writers and artists. Those who attend the show and miss AUTOMOBILE TOPICS DAILY will miss the best part of the affair. Those who miss the show will be amply consoled if they get AUTOMOBILE TOPICS DAILY.

ANY or all doubts as to the "arrival" of automobiling as a sport must now be set at rest, for it is announced that at least three members of the Metropolitan Turf Association will attend the meet at Ormond to make books upon the races. Charlie Heineman, Henry Stedeker and Leo Swatts are the trio, and it is their purpose to put up their slates and make a book upon each race of the meeting in regular turf style. It only remains now for someone to get out a form chart and a set of tips on the winners.

POSITIVELY the very latest wrinkle in motoring is the motor ice scooter, which has been evolved by an Eastport, L. I., genius, and which is said to have done a mile in 1.30 in a recent trial trip in the teeth of a thirty-mile-an-hour souwester. The boat, like other scooters, has brass-shod runners, on which she glides over the ice. In the center of the boat a centerboard trunk is constructed, and in this the driving wheel is inserted. The axle of the driving wheel is run in slotted holes, with boxes fitting snugly at the bottom and sides, but with a space of a few inches at the top of the boxes, so that the driving wheel may rise in the boxes or slots when it strikes a hump in the ice. In the upper part of the slotted space there is a heavy coiled spring, which holds the wheel down when the strain from running over a hump in the ice is off. The rim of the driving wheel is fitted with cogs, tooth-shaped, which gives the wheel a good grip on the ice.

ACCORDING to an editorial in the New York *Herald*—the edition published in this country—reproduced on another page of this issue, the implication seems obvious that, in the *Herald's* opinion, the cars to be seen at the show in Madison Square Garden will be "wire automobiles fastened with hairpins."

A PARTICULARLY congenial party will steam away from New York for Florida on the special of the Southern Railway that leaves New York at 3.25 p. m. next Sunday, and runs direct to Ormond. The bookings for this special thus far include some of the best known and most popular gentlemen in the realm of automobiling, but a number of tickets are yet to be obtained before the complement of passengers is filled. Information and passage can be obtained at the offices of the Southern Railway, 271 Broadway, New York, or at the offices of AUTOMOBILE TOPICS, and bookings will be made during the show in the press room at the Madison Square Garden.

AUTOMOBILE TOPICS

BICYCLE POLICEMAN DEBES, of the Tenderloin station, who has acquired much notoriety by his arrests of automobilists upon upper Broadway and Fifth avenue, in this city, met his match last Sunday in the person of Mrs. Chauncey Humphries, of No. 303 Carlton avenue, Brooklyn. Mrs. Humphries did not object when her husband was arrested upon the charge of speeding his automobile in Broadway, but she protested vigorously when the policeman started to climb into the car. She asserted it was an insult for a uniformed policeman to ride in the machine with her husband. The difficulty was solved by the policeman's consenting to walk beside the machine, while Humphries drove it along slowly to the station house, where the machine was left in the custody of the police as security for the appearance of Mr. Humphries in Jefferson Market Court on the following day.

ACCORDING to the latest statistics from Great Britain there are now not many more motor cars in the whole United Kingdom than there are in New York State. Furthermore, the number of motor-cycles in John Bull's realm exceeds that of automobiles. The official figures are 20,076 motor cars and 22,916 motor-cycles.

It wouldn't make much difference if you did forget your jack, should you happen to have H. H. Egeburg, the Danish champion wrestler, along when you needed it, for he is a handy man at giving a lift. A New York daily paper (guess which one) prints a photographic reproduction of Egeburg nearly naked, underneath a car, with his hands and feet on the ground and his chest turned upward, in the act of lifting a 1,400-pound car with one man in it. Wonder if he could hold it up long enough for a tire repair. This stunt might be practiced by the "chesty" ones.

It has come at last! District Attorney Jerome, of New York City, who is "agin" almost everything that makes life exciting, has now come out against automobiles, and wants heavier penalties imposed on speed offenders. Wonder whether he will go after the illicit motorists with an axe, or with false whiskers?

ACCORDING to the English exchanges, the motor car was not legally born in Great Britain until November 14, 1896. Previous to that date it had no authorized existence. It had no rights, but the owners of the few cars then in England enjoyed the privilege of being fined whenever the police caught them on the highway sacred to hippomobiles. But emancipation day came with November 14, and it was celebrated by a run to Brighton. The event was a weird experience, which those who took part in it are not likely to forget. It was not altogether a triumph for the automobile, for though at the dinner that evening a speaker announced that all of the vehicles of the company to which he belonged were in Brighton that night (loud cheers), he omitted to mention that most of them had finished their journey by train.

It really looks now as if Wm. Wallace, of Boston, will be the successor of A. R. Pardington as chairman of the racing board of the American Automobile Association.

Automobile Club of America Will Build

THE oft-discussed clubhouse and garage of the Automobile Club of America is to be an accomplished fact. More than fifty members of that organization attended the special meeting held at the club rooms, 753 Fifth avenue, on Tuesday evening, and after hearing the report of the Board of Governors, voted unanimously to authorize the construction of the new building. The plan, as submitted by the governors, calls for an expenditure of about \$420,000, and it is proposed to raise among the club members \$150,000 of this amount on second mortgage 4 per cent. bonds in the denominations of \$500 and \$1,000 each, the balance to be taken care of by a first mortgage and the cash on hand. It was stated by Secretary Butler that the entire amount of \$150,000 second-mortgage bonds had already been subscribed and that it was probable that the amount to be raised in this manner probably would be increased.

There was considerable discussion regarding the method by which the construction of the building should be managed, and it was finally decided to authorize the Board of Governors, if they see fit, to organize a construction company to build the clubhouse and to convey it to the club when completed. The building committee appointed by the Board of Governors, consisting of Albert R. Shattuck, chairman; Colgate Hoyt and Dr. Schuyler S. Wheeler, was confirmed by the club and the necessary authority to sign papers, contracts, etc., was given to the president and the treasurer of the club. These decisions were finally embodied in the following resolutions, which were passed by a unanimous vote:

"Whereas, It is the opinion of the members of the Automobile Club that the club should have a clubhouse and garage; therefore, be it

"Resolved, That it is the purpose of the club to purchase a suitable site and erect thereon a clubhouse and garage.

"Resolved, That the Board of Governors of the club be, and they are hereby authorized and directed to secure a suitable site located in such part of the Borough of Manhattan as they shall deem most desirable, and that they proceed to erect thereon a suitable clubhouse and garage; and be it further

"Resolved, That the building committee appointed by the Board of Governors be, and hereby is, confirmed; and

"Resolved, That the president and treasurer of the club be, and they are hereby authorized, to sign all papers, contracts, agreements, mortgages and bonds in relation to the building of such clubhouse and garage which are approved by the building committee; and

"Resolved, That the Board of Governors of the club be, and they are hereby authorized, if they deem it advisable, to organize a construction company which may take title in its name to the clubhouse site, and generally carry on such building operations as the governors may direct, provided, however, that said company shall enter into a contract with the club to sell and convey the property, with the clubhouse and garage, to be erected thereon, to the club when the same shall be completed."

Sir Thomas Dewar, M. P.

SIR THOMAS DEWAR, M. P., who has donated a handsome trophy for the Ormond races, arrived in New York on board the Graf Waldersee last Thursday. He was met at the dock by a party of friends and newspaper men and escorted to the Waldorf-Astoria in a Worthington automobile, which car he will use during his stay in New York and also on the Florida beach.

Sir Thomas is a tall, well-built man of pleasing appearance, and is almost as interesting a personage in international sporting affairs as Sir Thomas Lipton, who has gained fame throughout the world in his efforts to win the American yachting cup for England.

Lipton, however, confines his enthusiasm to yachting only, while Dewar takes an active interest in all branches of sport.

The two knights are bachelors and very close friends of King Edward of England. The business careers of both these two men are similar; neither had any capital when he started out to build up his interests, yet to-day their businesses have spread over the world, and both are enormously rich men. They are large advertisers, and both believe in the efficiency of publicity in the building up of one's business.

Sir Thomas will be the guest at several receptions and dinners while in New York and will be conspicuous during the racing in Florida.

Program of N. A. A. M. Smoker

The program for the "smoker" of the National Association of Automobile Manufacturers, to be held on the night of January 20, in the Astor Gallery, at the Waldorf-Astoria, promises fine entertainment. Here it is:

Empire City Quartette,
Comedians and Singers.

Rooney Sisters,
In Songs and Dances.
Violet Dale,

Singing and Character Comedienne.
Sidney Grant,
Monologist.

Fleurette DeMar,
In Singing and Dancing Eccentricities.
Libbey Blondell,
In Popular Songs.

LaEstitella,
In Songs and Spanish Dances.
John LeClair,

The Human Billiard Table.
Carmentilli,
Charming Contortionist.

McBride & Coakley,
Comedians, Singers and Dancers.

The vaudeville entertainment will be under the direction of Hurtig & Seamon.

Panhard Surrenders to Selden Patent

A PIECE of news that has been in the course of preparation for some time came out on Tuesday, and caused something of a sensation. It was the announcement that the suit for infringement of the Selden basic patent, pending against the Panhard & Levassor Company, of Paris, France, and A. Massenat, of their firm, representing it in New York, had been settled by the complete surrender of the defendants. The announcement came from the offices of the Association of Licensed Automobile Manufacturers, and was confirmed by M. Massenat.

This news is of interest to all users and prospective users of foreign-made motor cars, because it brings into line as licensed machines the Panhard cars, along with the Mercedes cars, both of which makes can now be purchased with license tags affixed, and without liability to prosecution. Suits were brought by the Electric Vehicle Company, acting under the advice of the Association of Licensed Automobile Manufacturers, on December 28, 1903, against the Panhard Company, of France, and A. Massenat, of New York, and suits were begun subsequently against C. L. Charley, the Mercedes agent, for the infringement of the basic Selden patent, 549,160. The present Mercedes agents adjusted their affairs some time ago by arranging to import through a licensee of the patent, Smith & Mabley.

The Panhard Company sought settlement after following, step by step, as far as it has gone, the testimony taken in the main suit under the patent against an American manufacturer. The capitulation made was complete, an agreement being made for the entering of a decree and an injunction against the Panhard people, and also for the adjustment of back royalties, as well as for the payment of royalties on future importations.

This settlement, it is announced, will in no way interrupt or delay the vigorous prosecution by the patent licensees of the main suit now pending against an American maker, and of all other suits in progress.

A further piece of news in connection with this one came out to the effect that arrangements are being made for the incorporation by Panhard & Levassor of an American company.

ASSEMBLYMAN HARRY S. SCOVEL, of New Jersey, the father of the present automobile license and speed law of that State, is preparing for an attack upon the rich automobilists, who, he says, make a practice of rushing across the diminutive State to attend a luncheon or to win a bet, scaring the Jersey native so badly that he is afraid to use the highways, and has to take to the fields and byways. This is all wrong, Assemblyman Scovel says, and he will try to find means to stop it. "These people care nothing about fines, and they know that an officer of the law cannot arrest them without incurring penalties upon himself if he is wrong. I believe the amendment introduced by Senator Bachellor in the last Legislature, requiring owners of automobiles to take off every foreign license tag when in New Jersey, so that the New Jersey number alone will appear, is a good one, and I shall ask the Legislature to support another bill to this end."

Suit Against Rubber Firms

THE Munford Rubber Tire Co., of Atlanta, Ga., has filed a suit in the United States Circuit Court at Cincinnati, O., alleging a violation of the Sherman act against the Rubber Tire Wheel Company, the Goodyear Tire and Rubber Company, the B. F. Goodrich Company, the Victor Rubber Tire Company, the Alden Rubber Company, the Stein Double Cushion Tire Company, the Consolidated Rubber Tire Company, the Firestone Tire and Rubber Company, the Diamond Rubber Company, Manhattan Rubber Manufacturing Company and the International Automobile and Vehicle Tire Company. Most of the defendants are located at Akron, Ohio. The bill charges that the defendants control the output of the rubber tires in the United States, and that they have formed a combination illegal under the Sherman act by controlling the supply and raising the prices of rubber tires in restraint of trade among the several States. It is charged that the defendants entered into a conspiracy on September 1, 1903, for the purpose of monopolizing trade and destroying competition.

At the Automobile Salon

"It is difficult to briefly describe New York's first Importers' Automobile Salon, which opens to-day in Herald Square Exhibition Hall, in the Macy Building, a private view of which was given last evening. Better give a few facts, which seem to deal in big figures and superlatives only, and leave the rest to the imagination.

"There was such a demand for invitations to last night's preliminary peep at the show that six thousand tickets were issued, with would-be visitors clamoring for more. Though confined to foreign makes, twenty-five different manufacturers are exhibiting. A million dollars' worth of automobiles are on view, and the doors had hardly opened last evening before eager buyers began to give their orders. Every maker known to automobilists on the American roads is in the list of exhibitors, and several who are strangers to the American market. No cheap or tawdry machines—no wire automobiles fastened with hairpins—are on the floor. The class is so high that the cheapest automobile in the place costs \$5,000.

"Society was well represented in the throng last night. Men of wealth and position attended with their families and friends; the embassies and legations at Washington sent their members to the inauguration of the salon, and all in all there was every assurance that the two weeks' exhibition that opens to the public to-day will be a grand success."—*Editorial in New York Herald, January 11, 1905.*

Opening of the Shows

SHOW time is at hand, and it is such a show time as New York never has seen before. There are more shows and more in them than ever was known, or even dreamed of in former years.

On last Tuesday night the Importers' Automobile Salon made its society début in the big Herald Square Exhibition Hall, on Broadway and Thirty-fourth street, and was opened to the public on Wednesday, while on this, the publication day of AUTOMOBILE TOPICS, the national show opens in Madison Square Garden. One might almost give the metropolis credit for three shows this year, in fact, for, from last Saturday, the 7th, until Friday night, the 13th, there was a special exhibition of the De Dietrich cars at the Waldorf-Astoria.

Magnificent, in its fullest meaning, certainly applies to the two automobile expositions now in full blast. Taking them in their chronological order, the Salon comes first. As the first effort of the importers of foreign-made cars to display their offerings on an independent stage, it is a most remarkable affair. The hall selected for the show is the top floor of a well-known department store, and it has more square feet of space than the main floor of Madison Square Garden. On this capacious stage are the booths of forty-one exhibitors, who show in all twenty-three different makes of cars.

The hall seems well filled with exhibits, and yet the charm of it is that there is a great roominess for visitors and for elaborations of a social character that are wholly new to automobile shows in this country. The Salon, as was projected by its creators, is distinctly Parisian in its flavor. When on last Tuesday night Mr. Winthrop E. Scarritt pressed the button that set aglow more than 20,000 electric-lighting bulbs, the scene was one of a splendor quite bewildering for a mere industrial show.

The guests present, their costumes and the setting for them formed by the decorations of the hall all harmonized with the scheme of a social function, and not with that of a vulgar industrial show. Even the inanimates, the automobiles themselves, new, highly varnished as to woodwork, and brilliantly polished as to brass and nickel work, did not sound a note of discord. They were silent, odorless and shining, like jewels in an ornate casing. The whole was, in fact, more like what a jewelry exhibition might be than a motor-car show. It was brilliant and colorful, yet harmonious and gracious to the vision. The color scheme was mainly green and white and brown, the pillars being of the last hue, and entwined with smilax and other greens. Palms, ferns and flowers abounded, and the French, German and American flags were festooned about all the pillars and above all the stands. The floor and the side walls and the ropes separating the spaces of the exhibitors were finished in verdure green.

The grand piece of all the decoration, however, is a frieze made up of twenty-four panels, painted by Jean Paleologue, the Parisian artist, that ran about the hall above the spaces and about the lower edges of the skylight. The frieze is 504 feet long and 10 feet wide, done in oil and depicting landscape, figures and motor cars. It depicts the typical scenes of an endless automobile race and is divided into 24 panels. Covering the jointure between each of the panels is a caryatid heroic in size and typifying motive power. The spectator appears to be

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standing at a vantage point, from which every part of the continuous race can be viewed. Racing cars of every make to be exhibited are seen in the various parts of the chase; control and checking stations are shown, as well as officers, spec-



SALON FRIEZE—"THERE HE GOES!"



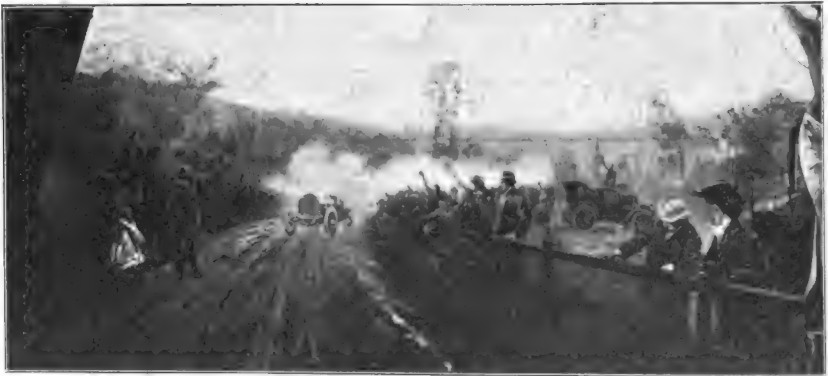
SALON FRIEZE—AHEAD AT "THE BRIDGE!"

tators, auto parties and three scenes, where disaster has overtaken the "other kind" of cars. The paintings represent an expenditure of about \$10,000. "Pal," as the big painter is familiarly known, furnished individually the entire series, beginning work on November 22 and finishing just a month later—practically one painting a day. Besides establishing a record for rapid work, he has produced a panorama which combines action with beauty and strength. In addition to this he painted

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two immense "sunbursts," each having for a center the Salon poster, which has now become familiar to the public.

The guests on the opening night, who were there by invitation only, began to arrive early and in throngs, and by 8.45 p. m. the hall was fairly crowded. Before the lights were turned up the guests stood in semi-darkness in the aisles, or sat on campstools which had been provided, and their interest centred about a platform at one end of a square inclosure, which was portioned off by portieres of smilax that hung in ropes entwined about incandescent lights enclosed alternately in green and white globes. On this platform the speakers of the evening, special guests and patrons sat until the time for action. Then Carleton R. Mabley, president of the Importers' Automobile Salon, after being introduced by Winthrop E. Scarritt, began an address. When he was about half through speaking, the imported band



SALON FRIEZE—CHEERING THE LEADER

began to play and continued for five minutes before it could be subdued. Mr. Mabley, in his turn, called upon Mr. Scarritt to open the show, which he did by pressing an electric button. After the lights had been turned on, Mr. Scarritt made a brief address. Among other things, he said that until the arrival of the automobile there had been no improvement in the methods of individual transportation since the beginning of history, the horses of the old Roman emperors being just as excellent and as gaily caparisoned as any that prance on the Champs Elysées or on Fifth avenue to-day. He said that yesterday the automobile was the toy of the few, to-day it is the servant of the many, and to-morrow it will be the necessity of humanity.

Baron Moncheur, envoy extraordinary and minister plenipotentiary to the King of Belgium, was introduced by Mr. Scarritt after the lights had been turned on. The baron spoke a few graceful words of congratulation, and, as did all the foreign guests, praised things American rather than dwelt upon the subject of foreign-made motor cars.

M. des Portes de la Fosse, counsellor to the French Embassy, followed. He spoke in French, and so low that very few heard him.

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Then came the secretary of the German Embassy, Herr Schiller Steinwartz. He spoke in very good English, and in a clear voice, without a tremor, calmly stated that the Germans were the real inventors of the automobile. The French importers, if they could have talked with their ears, as Mr. Scarritt says horses can, would probably have spoken visibly, if not audibly, but perfect politeness prevented any retort, and the German secretary's statement went unchallenged.

"Yes," he added, "gasolene is thicker than water, and one of the most valued attributes of the automobile is that it makes for peace, and everything that contributes to peaceful conditions is a part of the soul of progress. The automobile industry is one of the great things of the world, and this assemblage of cars from the leading nations of Europe is a splendid illustration of what we all hope for—perpetual peace among the nations of the earth."



THE SALON FRIEZE—IN TROUBLE

At these peaceful remarks no one had the temerity to ask for official proofs that the Germans invented the automobile.

The German diplomat was succeeded by Signor Centaro, military attaché of the Italian Embassy, who made a brief, but graceful, speech. This made a pretty good showing for an international ceremony, but it was rounded out by an unexpected call upon Assistant Secretary Armstrong, of the U. S. Treasury, the department that collects the tariff on the imported automobiles. He spoke only a few words, but they had Yankee pithiness. He said that he was glad to welcome the foreign automobile, and the makers and users of them in the name of the Government. He pronounced the motor car a revolutionizing vehicle and ended by saying: "We think we make pretty good automobiles here, but if you make better ones we will be glad to see them and ride in them."

Society was well represented at the show, and the names of some of those present will be found in the society department of this issue.

The exhibit of automobiles, which will be dealt with in detail by **AUTOMOBILE TOPICS** later, in both the weekly and daily issues, was of rare excellence. A num-

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ber of the exhibits were brought here complete from the Paris Show, and many new designs of bodies were shown on 1905 models. The center of the hall was given up to the larger machines, and so harmonious were the various interests represented that there was no clashing of incongruous hues—the arrangement was worked out on an artistic color scheme unusual in the shows where each exhibitor strives only to display his own wares to the best advantage.



SHOWING HOW THE SALON FRIEZE WAS PAINTED AND PUT INTO PLACE

Along the sides of the auditorium were displayed the various parts of the automobile. Classes of every type independent of the body were so displayed that all the details might be examined with ease. There was an almost bewildering array of clothing, accessories, lamps and the things which go to make the heart of the automobilist glad. High above the heads of the spectators in a balcony was an orchestra which played operatic and popular airs.

At the western end of the room a Japanese village of tea houses, with geisha girls from the land of chrysanthemums, cut off the view of bare walls. Here when one had inspected automobiles for an hour or so, he might sip tea in the shade of a

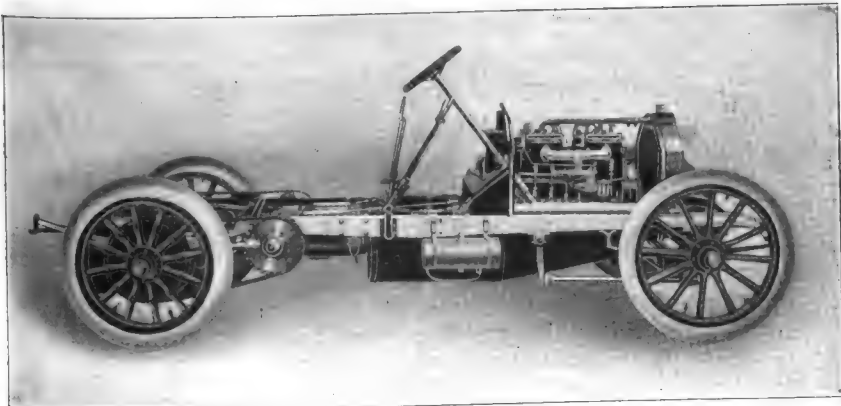
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big paper umbrella, and imagine he was in that old Japan where the rickshaw is the chief mode of going from town to town.

The list of Salon exhibitors is as follows:

Hollander & Tangeman, Fiat.
 F. B. Gallaher, Georges Richard-Brasier.
 Charron, Girardot & Voigt, C. C. V.
 F. A. La Roche, Darracq.
 S. B. Bowman Auto Co., Clement-Bayard.
 Standard Auto Co., Decauville.
 Central Auto Co., Napier.
 Mors Auto Co., Mors.
 Auto Import Co., Rochet-Schneider.
 J. S. Heller, Pipe.
 Palmer & Christie, Martini.
 Union Motor Supply Co., De Dietrich.
 Norris N. Mason, Leon Bollee.
 A. Ferro, Corre.
 G. W. Condon, La Minerve.
 L. J. Gaugler, Delahaye.
 Albert Stockford, Electromobile.
 American Auto Storage Co., Franklin.
 I. W. England, Peugeot.
 Continental Motor Co., Columbia Electrics.
 Henri Fournier, Hotchkiss.
 Mondale & Dale Co., Berliot.

Leon Rubay, Accessories.
 Quinby & Co., Automobile Bodies.
 I. S. McGiehan, Odometer.
 F. D. Winans, Michelin Tires.
 Continental Caoutchouc Co., Continental Tires.
 Minimax Co., Fire Extinguishers.
 Smith & Mabley, Panhard, Renault, Mercedes.
 International Supply Co., Accessories.
 Francois Richard Carburateurs.
 Klean-All Mfg. Co., Klean-All.
 W. C. Duane & Co., Tourist Auto Tops.
 R. H. Macy & Co., Motor Boats & Auto Clothing.
 Sampson Leather Tire Co., Samson Tires.
 A. J. Meyers, Astor Motors.
 J. S. Heller, Tires.
 J. P. Colt & Co, Acetylene Lamps and Generators.
 Republic Tire Co., Non-Skid Tires.
 E. B. Gallaher, Tires.
 L'Empereur, Tires.



THE 1905 FIAT CHASSIS

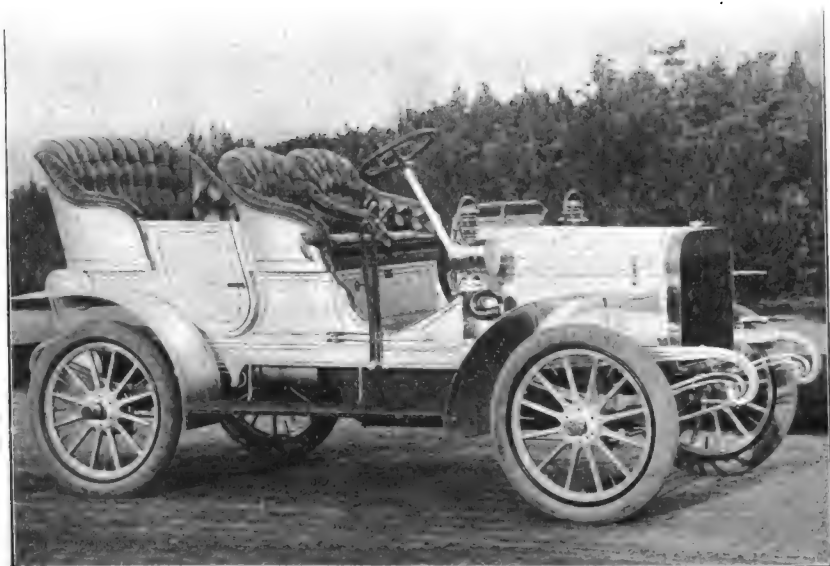
The Salon will remain open until January 24. The admission is fifty cents on all days, except Mondays, when it is one dollar.

The National Show in Madison Square Garden

When the doors open to-night to admit the public to the fifth annual National Automobile Show at Madison Square, there will be presented the most extensive and handsome and satisfying display of cars, motors, parts and accessories ever seen. The show far surpasses any predecessor in every respect.

Almost one hundred manufacturers will show complete vehicles, aggregating at least 300 in all. At a low average valuation of \$1,500 each, the aggregate cost of the complete vehicle exhibit will be not far from a half a million dollars. There will be cars costing from \$450 to \$6,000.

To give one an idea of what three hundred cars mean, if they were put on



THE 1905 WINTON, 16-20 HP. \$1,800

parade in single procession, they would have to be driven in pretty close order to embrace more than one hundred to the mile. In other words, the Garden show would furnish a procession of cars three miles in length.

During the show each manufacturer will have, as usual, demonstration cars outside the building in which intending buyers can have proven to them the power, easy riding and general worth of the machines.

There will be cars for every one to be found at the stands, and there will be no room left for the entertainment of the idea that the automobile is for the wealthy only, after once the public has had a glimpse at the exhibits. From the buckboard at \$450 to the ponderous Pullman at \$6,000, not to speak of the higher priced imported cars, there will be an array of motor vehicles, gasoline, steam and electric, which will satisfy the most exacting.

As indicating the growth of the industry, it is worth noting that applications

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for space were received that would take up a building three times the size of Madison Square Garden.

Mechanically, it seems fairly safe from what is now known that the national show of 1905 will be memorable for two important facts revealed. The first of these is that it will mark right now the complete overtaking by the American manufacturers of the foreign makers, who have been their makers, and the beginning of that outstripping of the foreigners, which the history of mechanical manufactures makes it certain is to occur.



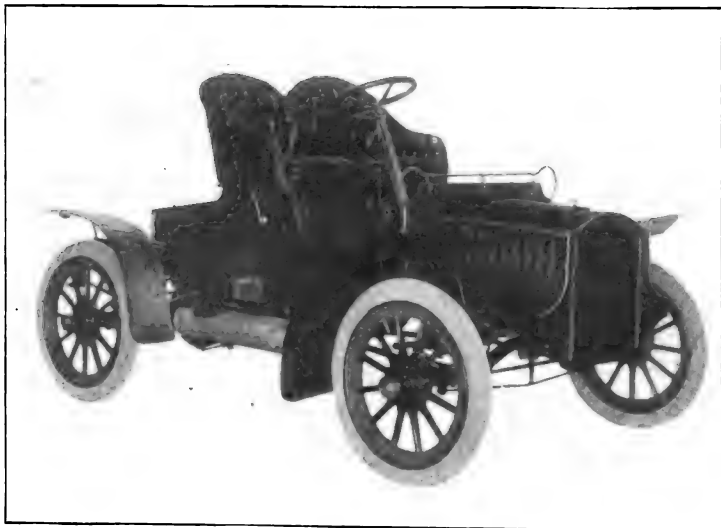
STEVENS-DURYEA MODEL R., 20 HP. 4-CYLINDER TOURING CAR

While the general characteristics of the new American models will show the same tendencies that were revealed at the Paris Show, namely, the general adoption of the four-cylinder engine and building them of higher horse-power, and the adoption of the side door body, the changes do not stop there, as was practically the case at the Paris Salon. The 1905 American cars show much greater improvement over the 1904 models than do the machines of foreign make. Of course, the foremost reason for this is that in 1904 the American producer had not quite come abreast of the Europeans, and to get on equal terms with them this year, more changes were necessary than were made in the foreign cars. Thus, while the European makers have advanced hardly at all from the designs of 1904, the Americans have made great strides. In overhauling the foreigners, however, the Americans did not expend all their energies. This is shown in the clever little wrinkles of manifold character that crop out everywhere, and these may be taken as signs of the beginning alluded to of the period when the Americans will be outstripping all rivals by reason of that Yankee ingenuity and makes improvements constantly.

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If these reflections are correct, then this show marks the time when the American and foreign makers are running neck and neck about the commercial race course, and the critical moment when the one that was behind is seen to be still gaining, while the former leader is running at the same even pace.

The second fact likely to impress one at the Garden show is that in spite of the general move toward following the lead of the foreigners in the production of four cylinder cars of higher horsepower, the horizontally placed engine of one



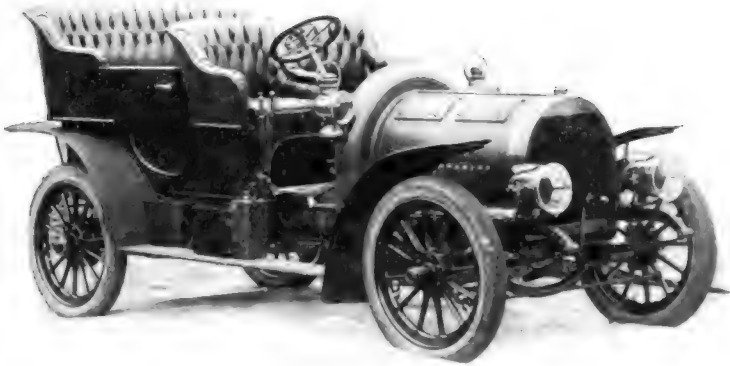
CADILLAC MODEL E: RUNABOUT

cylinder or of two opposed still flourishes and shows improvements, and may be safely reckoned upon being a persistent American type. Instead of being abandoned or even slighted by the new movement in big cars of four vertical cylinders, the horizontal engine has actually progressed, and one finds that not only is it being retained by many of its old friends, but it has been adopted also by some new comers in the field. In fact, so positively does the horizontal car hold a certain field that it demands recognition as the owner of it. The old saying that automobiles cost a dollar a pound, which was fairly true in the days of the horseless carriage a few years ago, has been completely falsified by the later developments in big cars and upright engines, but the horizontal engine is now being offered in cars built by concerns determined to cater to the masses, at prices that bring the cost of machines to much less than a dollar a pound.

Another fact of interest to note is that of the persistence of the air-cooled engine also, and the increasing use of it in high-powered cars.

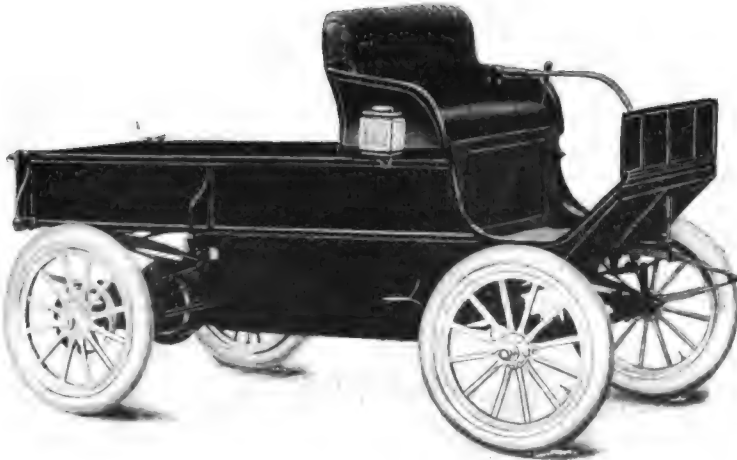
In the issue of next week the new things and the various exhibits will be

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ROYAL TOURIST MODEL F.

treated of in more detail, as they will, also, during the week, in **AUTOMOBILE TOPICS DAILY**. At present the constructional features that show a gain in favor through a wider adoption for the 1905 models are as follows: Four-cylinder engines, cars of higher horsepower, frames of pressed steel, longer wheel bases, shaft drive, magneto ignition, side door entrances, more luxurious bodies and



POPE-WAVERLEY ELECTRIC DELIVERY TRUCK

simplified controlling methods. Some illustrations accompanying this show a few of the many interesting new models.

The show is held this year for the last time under the old contract between the Madison Square Garden Company, the Automobile Club of America and the National Association of Automobile Manufacturers.

Exhibitors at Coming Automobile Show

MAIN FLOOR.

BLOCK.

- A. J. Stevens Arms & Tool Co., Chicopee Falls, Mass.
- F. B. Stearns Co., Euclid Ave. & Lake View, Cleveland, O.
- B. White Sewing Machine Co., 300 Rose Bldg, Cleveland, O.
- BC. Pope Mfg. Co., 21 Park Row, New York City.
- C. Elmore Mfg. Co., Clyde, O.
- Standard Motor Construction Co., 180 Whiton St., Jersey City.
- D. Olds Motor Works, 50 Concord Ave., Detroit, Mich.
- DE. Locomobile Co. of America, Bridgeport, Conn.
- D. Haynes-Apperson Co., Kokomo, Ind.
- Mitchell Motor Car Co., Racine, Wis.
- E. Baker Motor Vehicle Co., 116 Jessie St., Cleveland, O.



PACKARD MODEL N BROUGHAM

- Kirk Mfg. Co., Toledo, O.
- Worthington Auto. Co., 547 Fifth Ave., New York City.
- F. Waltham Mfg. Co., Waltham, Mass.
- The George N. Pierce Co., 58 Main St., Buffalo, N. Y.
- Matheson Motor Car Co., Ltd., Holyoke, Mass.
- G. Cadillac Automobile Co., 1343 Cass Ave., Detroit, Mich.
- Peerless Motor Car Co., Lisbon St., Cleveland, O.
- Reliance Motor Car Co., 67 Fort St., E. Detroit, Mich.
- Ford Motor Co., Detroit, Mich.
- Corbin Motor Vehicle Corporation, New Britain, Conn.
- H. Thomas B. Jeffery & Co., Kenosha, Wis.
- HI. Electric Vehicle Co., Hartford, Conn.
- I. Autocar Co., Ardmore, Pa.
- J. Grout Bros. Automobile Co., Orange, Mass.
- Northern Mfg. Co., Detroit, Mich.
- K. Duryea Power Co., Reading, Pa.

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CHELSEA MODEL, WAVERLEY ELECTRIC

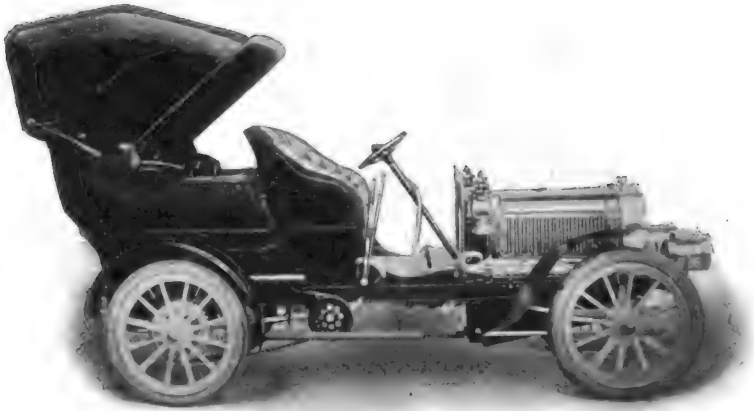
- Phelps Motor Vehicle Co., Stoneham, Mass.
- Apperson Bros. Auto Co., Kokomo, Ind.
- L. Winton Motor Carriage Co., Berea Road, Cleveland, O.
- Knox Automobile Co., Springfield, Mass.
- M. Knox Automobile Co., Springfield, Mass.
- E. R. Thomas Motor Co., Buffalo, N. Y.
- The Royal Motor Car Co., Cor. Lake & Marquette Sts., Cleveland, O.
- N. American Motor Co., Marsh Motor Cycle, Brockton, Mass.
- Springer Motor Vehicle Co., 242 W. 41st St., New York City.
- O. Daimler Mfg. Co., 939 Steinway Ave., Long Island City.
- Vehicle Equipment Co., Broadway & 50th St., New York City.
- PP-1 Lane Motor Vehicle Co., Prospect St., Poughkeepsie, N. Y.
- Q. Covert Motor Vehicle Co., Lockport, N. Y.
- Packard Motor Car Co., Detroit, Mich.
- National Motor Vehicle Co., Indianapolis, Ind.
- R. Studebaker Automobile Co., South Bend, Ind.
- Smith & Mabley Mfg. Co., 614 E. 83rd St., New York City.
- S. The Prescott Automobile Mfg. Co., 90 W. Broadway, N. Y. City.
- H. H. Franklin Mfg. Co., Syracuse, N. Y.

ELEVATED PLATFORM.

BLOCK.

- T. Diamond Rubber Co., 15 Warren St., New York City.
- R. E. Dietz Co., 60 Laight St., New York City.
- The Goodyear Tire & Rubber Co., 1144 N. Market St., Akron, O., & 253 W. 47th St., New York City.
- C. F. Splitdorf, 17 Vandewater St., New York City.
- G. & J. Tire Co., 549-617 E. Georgia St., Indianapolis, Ind.
- U. Gray & Davis, Amesbury, Mass.
- The Veeder Mfg. Co., Hartford, Conn.
- Midgley Mfg. Co., Columbus, O.
- Whitney Mfg. Co., Hartford, Conn.

AUTOMOBILE TOPICS



1905 POPE-TOLADO 30 HP.

- Brown-Lipe Gear Co., Syracuse, N. Y.
 American Roller Bearing Co., South Framingham, Mass.
 Baldwin Chain & Mfg. Co., 31 Hermon St., Worcester, Mass.
 Firestone Tire & Rubber Co., Akron, O.
 Weston-Mott Co., Utica, N. Y.
 National Carbon Co., Cleveland, O.
 Parish & Bingham Co., Hamilton St., Cleveland, O.
 New York & New Jersey Lubricant Co., 14 Church St., N. Y. City.
 Springfield Metal Body Co., Brightwood, Springfield, Mass.
 The R. E. Hardy Co., 156 Jefferson Ave., Detroit, Mich., & 225 W. Broadway, New York City.
 Columbia Lubricant Co. of New York, 78 Broad St., New York City.
 India Rubber Co., New Brunswick, N. J.
 V. Briscoe Mfg. Co., Woodward Ave., Detroit, Mich.
 W. Morgan & Wright, Inc., 331 W. Lake St., Chicago, Ill.
 X Phineas Jones & Co., 301 Market St., Newark, N. J.
 Joseph W. Jones, 127 W. 32nd St., New York City.
 Brennan Motor Co., 107 Grape St., Syracuse, N. Y.
 Pope Mfg Co., 21 Park Row, New York City.
 American Coil Co., West Somerville, Mass.
 Herz & Co., 55 Grand St., New York City.
 The Light Mfg. & Foundry Co., Pottstown, Pa.
 Warner Gear Co., Muncie, Ind.
 Pittsfield Spark Coil Co., Cottage Row, Pittsfield, Mass.
 Timken Roller Bearing Axle Co., Canton, O.
 20th Century Mfg. Co., 17 Warren St., New York City.
 Dow Portable Electric Co., Braintree, Mass.
 The American Ball Bearing Co., Edgewater Park & L. S. & M. S. RR., Cleveland, O.
 The Standard Welding Co., Cleveland, O.
 Dayton Electrical Mfg. Co., Dayton, O.
 Badger Brass Mfg. Co., Kenosha, Wis., and 11 Warren St., City.
 Y. Fisk Rubber Co., Chicopee Falls, Mass.
 Shelby Steel Tube Co., 1820 Frick Bldg., Pittsburg, Pa.
 Rose Mfg. Co., Philadelphia, Pa.
 Gleason-Peters Air Pump Co., 20 W. Houston St., New York City.
 Hartford Rubber Tire Works Co., New Brunswick, N. J.

AUTOMOBILE TOPICS



THE RAMBLER 1905 LIMOUSINE

UPPER BALCONY.

- 1-2. Auto. Supply Co., 1662 Broadway, New York City.
3. The Scoville & Peck Co., 15 Wooster St., New Haven, Conn.
4. Dr T. J. Cooper, 114 Water St., Paterson, N. J.
- 5-6. Scandinavian Fur & Leather Co., 14 W. 33rd St., New York City.
- 7-8. Rushmore Dynamo Works, Plainfield, N. J.
9. Pneumatic Tire Protector Co., 16-29 S. St Clair St., Dayton, O.
10. The Lunkenheimer Co., 26 Cortlandt St., New York.
11. Electric Contract Co., 202 Centre St., New York.
12. The United Electrical Mfg. Co., 43 Murray St., New York.
13. Trebert Auto. & Marine Motor Co., 407 St Paul St., Rochester, N. Y.
14. Breeze Motor Mfg. Co., 33 Court St., Newark, N. J.
15. Reliance Motor Cycle Co., Addison, N. Y.
16. Charles H Metz, Waltham, Mass.
17. Hendee Mfg. Co., Springfield, Mass.
- 18-19. The Motor Car Equipment Co., 43 Cortlandt St., New York.
- 20-21. The Continental Caoutchouc Co., 298 Broadway, New York.
- 22-23. Demmerle & Co., 248 W. 23rd St., New York.
24. D. Mc Ra Livingstone, 132 W. 12th St., New York.
25. Baker & Thatcher, Attleboro, Mass.
26. Edison Storage Battery Co., Glen Ridge, N. J.
- 27-28. English & Mersick Co., 70 Crown St., New Haven, Conn.
29. Vacuum Oil Co., 29 Broadway, New York.
30. Wm. Roche, 52 Park Place, New York.
- 31-32. Wm. H. Brown, 124 West Jackson Boulevard, Chicago, Ill.
33. Wm. Hjorth & Co., Jamestown, N. Y.
34. Charles E. Miller, 97 Reade St., New York.
- 35-36. International Auto. & Vehicle Tire Co., 92 W. Broadway, New York.
- 37-38. A. H. Funke, 83 Chambers St., New York.
- 39-42. The Post & Lester Co., Hartford, Conn.

BALCONY EXTENSION.

- Wm. Cramp & Sons Ship & Engine Building Co., Beach & Ball Sts., Philadelphia, Pa.
 W. J. Duane & Co., 1900 Broadway, New York City.
 America Co., Inc., Rockford, Ill.
 Saks & Co., 33rd St. & Broadway, New York.

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BLOCK.

- A. Mack Bros. Co., 532-540 Atlantic Ave., Brooklyn, N. Y.
 Jackson Automobile Co., Jackson, Mich.
 Austin Automobile Co., 88 Division St., Grand Rapids, Mich.
 Pierce Engine Co., Racine, Wis.
 Oscar Lear Automobile Co., 4th & Gay Sts., Cleveland, O.
 Central Automobile Exchange, 67-71 Fountain St., Providence, R. I.
- B. The Coldwell Lawn Mower Co., Newburgh, N. Y.
 Norman Motor Sleigh Co., Boston, Mass.
 Reid Mfg. Co., Detroit, Mich.
 The Logan Construction Co., Chillicothe, O.
- C. Marion Motor Car Co., 113 Monument Pl., Indianapolis, Ind.
 Michigan Automobile Co., Kalamazoo, Mich.
 Gas Engine & Power Co. & Chas. L. Seabury Co., Consolidated, Morris Heights, N. Y.
 St. Louis Motor Carriage Co., St Paul Bldg., New York.
- D. Welch Motor Car Co., Detroit & Pontiac, Mich.
- E. United Motor & Vehicle Co., 150 Nassau St., New York.
 John L. Dolson & Sons, Charlotte, Mich.
 Buick Motor Car Co., Jackson, Mich.
 Torbenson Gear, Inc., Bloomfield, N. J.
 Upton Motor Co., Lebanon, Pa.
 The Union Automobile Co., Oakdale, Mass., Union City, Ind.
 The Pungs-Finch Auto. & Gas Engine Co., 1524 Jefferson Ave., Detroit, Mich.
 Morse Motor Vehicle Co., 5 Elm St., Springfield, Mass.
- F. Eisenhuth Horseless Vehicle Co., Middletown, Conn.
- G. Model Gas Engine Works, Auburn, Ind.
 Columbus Motor Vehicle Co., Columbus, O.
 Crest Mfg. Co., Cambridge, Mass.
 Howard Motor Car Co., Yonkers, N. Y.
- H. Acme Motor Car Co., Reading, Pa.
 The Bartholomew Co., Peoria, Ill.
 James Brown Machine Co., 481 Main St., Pawtucket, R. I.
 Warren Automobile Co., Warren, Pa.
 Standard Wheel Co., Terre Haute, Ind.

RESTAURANT.

- A. Premier Motor Mfg. Co., 914 Fort Wayne Ave., Indianapolis, Ind.
- B. Worthington Automobile Co., 547 Fifth Ave., New York.
- C. Wayne Automobile Co., Dubois & Franklin Sts., Detroit, Mich.
 Maxwell-Briscoe Motor Co., Tarrytown, N. Y.
- D. C. H. Blomstrom Motor Co., 1204 River St., Detroit, Mich.
 Reo Motor Car Co., Lansing, Mich.—138 W. 38th St., New York.
- E. Commercial Motor Co., 49 W. 66th St., New York.
 Pope-Robinson Co., Hyde Park, Mass.
- F. Norris M. Mason, "Bollee," 61 W. 36th St., New York.
 Panhard & Levassor, 230 W. 13th St., New York.
 Palais de l'Automobile, 500 Fifth Ave., New York.
 De Dietrich & Co., 1½ W. 34th St., New York.

FIRST TIER BOXES.

- 39-51. New York Edison Co., 55 Duane St., New York.
- 52. Concentrated Acetylene Co., Indianapolis, Ind.
- 48-50. Sprague Umbrella Co., Norwalk, O.
- 46. Hussey Drop Forge & Mfg. Co., Axtell St., Cleveland, O.
- 42-44. Whitlock Coil Pipe Co., Hartford, Conn.
- 40. Hine-Watt Mfg. Co., 60 Wabash Ave., Chicago, Ill.

CENTRAL BOXES.

- 4th Ave. Hyatt Roller Bearing Co., Harrison, N. J.
- Mad. Ave. B. F. Goodrich Co., Akron, O.

AUTOMOBILE TOPICS

ROOM AT FOURTH AVENUE END.

- A. Chas. E. Miller, 97 Reade St., New York.
- B. E. J. Willis Co., 8 Park Place, New York.

CONCERT HALL.

- A. Byrne-Kingson & Co., Kokomo, Ind.
Motsinger Device Mfg. Co., Pendleton, Ind.
Swinehart-Clincher Tire & Rubber Co., Akron, O.
Carlyle-Johnson Machine Co., 356 Asylum St., Hartford, Conn.
Cleveland Car Specialty Co., Cleveland, O.
- B. Warner Instrument Co., Beloit, Wis.
The Tokheim Mfg. Co., Cedar Rapids, Ia.
Wray Pump & Register Co., Rochester, N. Y.
Autocoil Co., Jersey City, N. J.
Aurora Automatic Machinery Co., Aurora, Ill.
- C. The Hess-Bright Mfg. Co., 519 Pennsylvania Ave., Philadelphia.
Pennsylvania Rubber Co., Jeannette, Pa.
Detroit Steel Products Co., 91 E. Fort St., Detroit, Mich.
Brown & Sharp Mfg. Co., Providence, R. I.
The Manufacturers Foundry Co., Waterbury, Conn., and Arthur T. Rutter & Co., 256 Broadway, New York.
S. F. Bowser & Co., Inc., Fort Wayne, Ind.
- D. Imperial Wheel Co., Flint, Mich.
The A. O. Smith Co., Milwaukee, Wis.
Federal Mfg. Co., Elyria, O.
- E. McGiehan Odometer & Mfg. Co., 137 W. 32nd St., New York.
- F. National Car Wheel Co., Rochester, N. Y.
- G. The Webb Co., 417 Park Row, New York.
- H.
- I. Steel Ball Co., 832 Austin Ave., Chicago, Ill.
- J. Oliver Mfg Co., 203 S. Desplaines St., Chicago, Ill.
- K. The Jersey Brake Co., 50 Columbia St., Cor Greene, Newark, N. J.

SECOND TIER BOXES.

- 2-4. Edward Smith & Co., 45 Broadway, New York.
- 6. Myers & Alexander, 239 E. 27th Street, New York.
- 8. American Lubricator Co., Detroit, Mich.
- 10. Luigi Angiulli, 180 Centre St., New York.
- 12. Adam Cook's Sons, 313 West St., New York.
- 14. H. A. Allers & Co., "Solarine," 203 Broadway, New York.
- 16. Bridgeport Deoxidized Bronze & Metal Co., 429 Iranistan Ave., Bridgeport, Conn.
- 18. Duff Mfg. Co., Alleghany, Pa.
- 20-22. McCord & Co., 1475 Old Colony Bldg., Chicago, Ill.—2-4 Broad St., New York.
- 24-26. H. & F. Mesinger Mfg. Co., 1801 First Ave., New York.
- 1. Poly Phas Ignition System Co., 52 Broadway, New York.
- 3-5. New York Sporting Goods Co., 61 Nassau St., New York.
- 7. Constant Dynamo Co., 135 Oliver St., Boston, Mass.
- 9. Iron Clad Mfg. Co., 204 Varet St., Brooklyn, N. Y.
- 11. Merrell-Stevens Mfg. Co., Kalamazoo, Mich.
- 13. Henry F. Parker, 53 Henry Ave., Newburgh, N. Y.
- 15. Meyrowitz Mfg. Co., 104 E 23rd St., New York.
- 17. The Utility Co., 231 Greenwich St., New York.
- 19. Brew-Hatcher Co., 32 Columbus St., Cleveland, O.
- 21. Schwarz Wheel Co., 12th & Cherry Sts., Philadelphia, Pa.
- 23-25. Hartford Suspension Co., 67 Vestry St., New York.
W. J. Kells Mfg. Co., Newark Ave, Cor West Side, Jersey City, N J.
W. D. Custead, 44 Park Place, New York.
American Electrical Novelty & Mfg. Co., Spring, Hudson & Vandam Sts., New York.
F. W. Ofeldt & Sons, Ft. of 25th St., Brooklyn, N. Y.
Valentine & Co., 257 Broadway, New York.
Chas. F. Whitehouse & Co., 1769 Broadway, New York.

Functions During Show Week

THERE will be the usual round of breakfasts, banquets and meetings during the week of the show in Madison Square Garden. The festivities begin on Sunday, when, at 11 a. m., the annual breakfast of AUTOMOBILE TOPICS will be held at the Cafe des Beaux Arts. Sunday night the New York Motor Club will have a dinner at the Hotel Astor, with Sir Thomas Dewar as the guest of honor.

On Monday will be held the annual banquet of the American Automobile Association at the Waldorf-Astoria. The Hyatt third annual takes place at Bretton Hall Wednesday night. Instead of the usual dinner, the National Association of Automobile Manufacturers will this year have a smoker and vaudeville. It will be held on Friday night. The week winds up with the dinner of the Automobile Club of America, at the Waldorf-Astoria, on Saturday night.

The first annual banquet of the American Automobile Association will be held on Monday, the 16th, at the Waldorf-Astoria.

The Association of Licensed Automobile Manufacturers will have three sessions during the week. On Monday, January 16, there will be a meeting of the executive committee; January 17, there will be a meeting of the board of managers, and on January 19 there will be a meeting of the newly organized Superintendents' and Engineers' Branch of the A. L. A. M.

The annual meeting of the American Automobile Association will be held on the afternoon of Monday, the 16th, at the Hotel Seville and the American Motor League will have a convention in the Garden all the week.

THE Automobile Club of America has lost its suit brought to restrain the Board of Supervisors from paying rewards of \$25 to officers for each arrest and conviction of an automobilist for speeding.

ON last Saturday morning Sir Thomas Dewar, who arrived at New York on board the Graf Waldersee on Thursday of last week, received a delegation from the New York Motor Club at the Waldorf-Astoria, and very graciously accepted the invitation to attend the reception and supper which the club is to give in his honor at the Hotel Astor, on Sunday evening, January 15. Nearly 300 tickets for this supper have already been taken and it gives promise of being a large and important function. Charles H. Hyde, the president of the New York Motor Club, headed the delegation which called on Sir Thomas, the other members being: H. Rossiter Worthington, W. J. Morgan, F. J. Griffin, C. C. Boynton, J. R. Eustis and H. R. Lounsberry, Jr.

ON last Tuesday, Charles H. Hyde entertained Sir Thomas Dewar and his party, including John Peters of London and Frederick Glassup, at luncheon at the Hamilton Club, Brooklyn. A few leading Brooklynites attended this luncheon and met Sir Thomas. Before returning to Manhattan, Sir Thomas Dewar and his party were taken around Brooklyn in automobiles and shown the sights.

A Summer Abroad in a Touring Car—Part X

By J. L. HUTCHINSON

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WE were now at the entrance of the Black Forest country, and found the roads here, while not so carefully tended, fully as good as we had encountered anywhere outside of the large cities and their immediate surroundings. We drove next to Strassburg, intending to cross in a southeasterly direction to the Swiss border. Strassburg's most interesting building is the cathedral, containing the famous clock. We were able to see the clock in full operation, being in the cathedral at noon, when the apostles walk abroad and the cock crows, and the various other operations are carried out. Much has been written about the celebrated time-



BINGEN ON THE RHINE

piece, but it seemed to me that the greatest claim which could be put forward regarding it lay in the fact that it was devised three hundred years ago. There are numbers of storks to be seen in the city, and they are allowed to multiply and live out their lives without the least interference. It reminded us of Holland, where we had seen the storks venerated almost like holy birds, and where the small boy never thought of throwing stones at them.

There is a university of no small repute at Strassburg, and a library of 159,000 books, chiefly historical works of great value.

Our tour across the Black Forest was a pleasant one, as far as the scenery and roads were concerned. It was, however, marred by the most flagrant ill treatment at the hands of a hotel keeper which I had encountered up to this time. It happened at Triberg, in the midst of the forest, a rather important touring center, where there is a noted and beautiful waterfall. I do not deem it best to give the name of the hotel, but it was one of the important hostelries of Triberg.

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In my negotiations with the proprietor I had asked for the usual complement of rooms and an estimate of the cost, a system which I followed closely, and of which I shall speak more fully later. He answered that his hotel was crowded, and asked if my son and I would object to "a room with a bath in it." I said that we could stand this if there were no better rooms available, and we stopped for the night. I found that the "room with a bath in it" was nothing more than a bathroom with two cots set in it. Technically, the landlord had been truthful enough, but the sharp practice filled me with wrath. The quotation for our dinner had been so much for the meal, served in the dining-room, and a slight extra charge for service on the terrace outside. I ordered dinner on the terrace. When we went there we were not waited on for a long time. We sat patiently until it grew too dark to eat, the waiters deaf to our pleadings. Then we repaired to the dining-room, where we were served in a perfunctory way with a meal of poor caliber, half the dishes being cold and the other half "just out."

When the bill came to me in the morning we had been charged with dinner on the terrace.

"But we did not eat on the terrace," I told the proprietor.

"If you had waited," he replied, "you would have been served there."

"But it was dark."

"That makes no difference. I charge the same for meals eaten in the dark as I do when there are lights."

I then noted that we had been charged for 60 liters of gasoline. I called the host's attention to the fact that we had not had that much. He replied that that was the amount he had paid for, and I would have to pay the same.

"But the tank of my car only holds 50 liters," I urged. "How can I have had 60 liters?"

"I do not know anything about the capacity of your tank, monsieur," he responded, with a low bow, "but the capacity of the bill is just so much."

And I had to pay the bill to its full "capacity."

I do not think I was badly treated by hotel men in more than four or five instances all Summer. It was the most peaceful season in this respect I have ever encountered. But there was a reason for it.

We passed the Swiss frontier at a little town between Villingen and Schaffhausen, the very name of which I have forgotten. The custom house formalities were very easily accomplished. They comprised the execution of statements showing the ownership of the car, its description, with the maker's numbers, etc., and a declaration that I intended to take the car out of the country. I paid 300 francs in gold, which was refunded to me when I left for France. The formalities were not nearly as great as I had feared they would be, and there was no unnecessary delay or red tape about the proceeding. We dined at Schaffhausen and proceeded on our way.

The attitude of the Swiss is not at all favorable to the automobile, at least not among the people whom we met. I think the rank and file of the people who depend for their living on the diligence business and the entertainment of travelers, and through acting as guides and couriers, have found a great falling off in their revenues because of the use of motor cars, and either through sympathy

AUTOMOBILE TOPICS

or prejudice this feeling against the motorist has spread to the whole population. There was little inclination on the part of the people to direct us when we had need to ask for information, and some of the drivers of horse-drawn vehicles whom we met upon the road were exceedingly surly. The diligence drivers repeatedly



STREET SCENE IN MAYENCE

put themselves in our way, and refused to give us a chance to pass for a considerable distance. Sometimes, when they had finally allowed us to go by, they would express their opinion of us and our class in long strings of expletives which were none the less disquieting because we could not tell what they meant. But the roads, even when hilly and with long grades, were generally in good condition, and had a smooth and easy surface.

At Schaffhausen there was not much to see except the great bell in the cathe-

AUTOMOBILE TOPICS

dral, which is famous as having inspired the poem of Schiller. The afternoon's drive along the edge of the hills to Zurich was very invigorating. The tourist notices the change in the climate as soon as he gets well into the country. The early part of the day had been bright, but a sudden storm came up as we were approaching the city, and at about the same time we were startled by the explosion of a rear tire. This was the first serious trouble I had had with the tires. It took some time to make a replacement, and while we were doing so it began to rain.

As we started again, the downfall increased, and kept getting worse, so that we arrived in Zurich in the midst of the most terrific thunder and rain storm we had experienced during the entire trip. The tarpaulins on the top, and the curtains at the sides of the car proved effectual in keeping the rain out, however, and we were comparatively dry when we reached the hotel.

Zurich is at the head of the lake of the same name. As the first of the Swiss lakes we had seen, it appeared wonderfully beautiful on the afternoon of our arrival. The city, too, is one of the prettiest, as well as one of the most important, cities in Switzerland. For six hundred years it has been the stronghold of the reformed religion. Here Zwingli, the great reformer, was wont to deliver his lectures. He was killed leading his followers in battle near Kappel. There is an old German proverb which says that "God gives to him He loves a house in Zurich." Life there is certainly, even to this day, a quiet, restful existence, with every instrument for culture and refinement at the citizens' doors. There are many good libraries and reading rooms, and the city is the home of many scholars and painters.

Our road, the next day, lay through Baar and Zug to Luzern. It was a sunny road and a winding road, set between the most beautiful green hills imaginable, and passing through the villages with their curious chalets and sheds built against the hillsides. There were tablets fastened to the rocks to commemorate various historic happenings, and little shrines here and there at the roadside. We climbed a long hill, called, I think, the Bourdelac, by a road which took five or ten miles to reach a point just above us. We did not realize this at first.

A little girl, dressed in a bright red skirt, and with at least four other colors blended into her costume, and carrying a little basket, stood at the side of the road as we passed. About a mile beyond we saw another little girl dressed in the same colors, and carrying a similar basket, at the other side of the road. We noticed her and passed on. Two miles beyond we came in sight of a patch of red and blue and green, and when we were close beside it found it to be a third little girl dressed exactly like the other two, and still carrying the tiny basket. Her features seemed so familiar that we exclaimed about the similarity of dress and face, but my daughter, being of an inquiring turn of mind, asked the girl if she had seen us before. The child answered that she had seen us twice. Then she pointed out the road over which we had passed, less than a hundred yards from where we were, and we realized that we had been zigzagging back and forth up the mountain while the parti-colored little girl had merely climbed by the straight path.

The view from the top of that little mountain was a grand one. Zurich and

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its lake lay below us, and all the broad expanse of the cantons, for miles and miles, was unrolled like a map under our feet. Coming to Zug, we found it a white setting on the ring of a small lake, which was a circle of blue in a mass of green. The Lake of Zug is only $9\frac{1}{4}$ miles across, but it is very deep. Later in the season, in October and November, great quantities of trout are to be caught by him who angles in its waters. From Zug can be plainly seen the Rigi, the range of mountains which is the beginning of the Alps. The range covers forty square miles, and from its summits can be seen hundreds of miles of territory and the



LAKE ZUG

mountains of the Tyrol, Voralberg, Jura, Black Forest and the Swabian Alps, besides dozens of cities, towns and villages.

We were traveling on Sunday, and in many of the villages and towns we saw the inhabitants, in their best, strolling about the public squares, and in some cases listening to very good music discoursed by local bands. This was the situa-

AUTOMOBILE TOPICS

tion in the town of Brunnen. The entire congregation of men, women and children stood about and gazed upon us as we slowly wended our way through the town. I was in some doubt as to the best way to get upon the road which led to Luzern, and asked some of the holidaymakers. To my surprise, they refused to answer me. They did nothing and said nothing to betray their animosity—simply stood stolidly by and made no reply. I tried them in French, German and English. I knew that they understood at least a part of my speech, but I could get no response. Whether this reticence grew out of pure shyness, or the feeling always more or less pronounced against the automobile, or whether they desired to be "tipped" before they answered, I do not know. But I could make nothing of it, and had to give it up. Down the street we met a priest, and of him I inquired the way to Luzern. He was polite, and showed us the road. We followed it, taking the turns indicated, and found ourselves in the midst of a lumber yard, with no further progress possible. We backed away, and ran back to the square. The people, to the number of five or six hundred, still stood about, and gaped at us. I finally asked a woman standing in a doorway for the information I required, and she told me to turn around, and after running back a street or two, to take the first road to the left. We did so, and found ourselves upon the Luzern road. But I never have discovered what was the matter with the people of Brunnen.

(To be continued.)

THE extravagance and wastefulness of bad roads is strikingly shown by Albert P. Brigham in the latest issue of the Bulletin of the American Geographical Society. He tells us that it costs about one billion dollars annually to haul the farm products of the United States, and of this sum \$600,000,000, or nearly two-thirds, are wasted in the energy expended in overcoming the resistance of bad roads. He holds, very naturally, in the light of these facts, that the \$20,000,000 expended annually by England and Wales upon their roads, and the \$37,500,000 expended by France, is true economy.

THE New York Supreme Court has dismissed the complaint of Catherine Holmes, who sued Hugh Miller, an automobilist residing in Attica, N. Y., alleging that Mr. Miller ran her down with his automobile in the city of New York. The defendant is a member of the American Motor League, and the league obtained evidence on which the court ordered the place of trial moved to Mr. Miller's home county in Western New York. It was clearly shown that Mrs. Holmes, the plaintiff, had sued the wrong party, and the case was thereupon dismissed.

"We must remember that the automobile is the first advance in individual transportation since the horse was harnessed. We have made great progress along other lines, have provided for the transportation of hundreds and even thousands at a time on the cars of the Empire State Express and the great ocean greyhounds, but not until power was caught and chained to the wheels of the automobile has there been the slightest advance in individual transportation of mankind. Until the advent of the automobile we were no better off than were the chariot drivers of Pharaoh or the men of whom Homer sang in far-off Greece."

—W. E. SCARRITT.

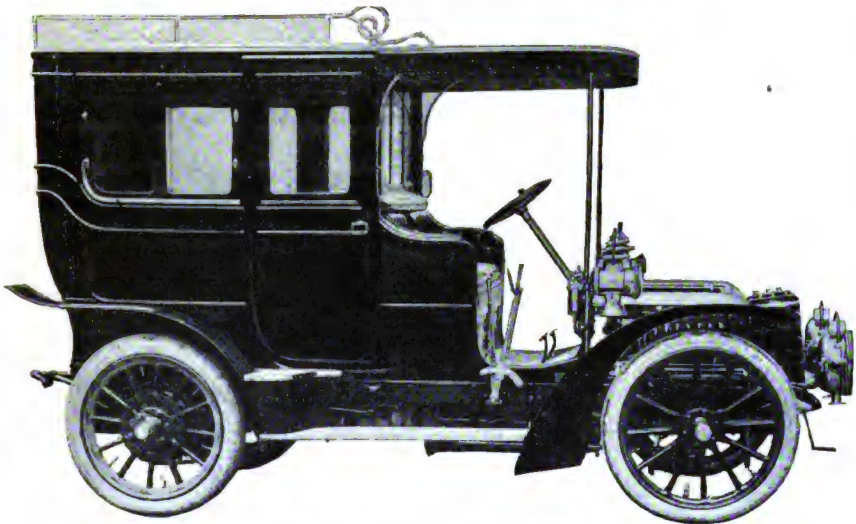


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New York to Chicago

Fifth Section—Syracuse to Rochester

In this section of the New York-Chicago route, the direct road leads across the Montezuma Marshes from Port Byron to Savannah. The St. Louis Tour Committee discovered a way to get around this very bad stretch of road, and although it makes the distance somewhat longer than by crossing the Marshes, the detour makes the trip much more comfortable and well worth the extra distance.

This day's run of 90 miles is none too good at the best, although with the detour above mentioned, it is passable. The road for almost the entire distance is dirt in a fairly good condition. There is little or no macadam; there are many stiff grades to be encountered, some of them in poor shape as regards the roadbed, but for the ordinary touring car they are all possible, and although rather an uncomfortable trip, the 90 odd miles can be easily accomplished in one day.

In leaving Syracuse from the center of the city, go across what is known as "Swing Bridge." After crossing the bridge, turn to the left into West Genesee street and continue straight ahead on this street to

CAMILLUS (8 miles).

Continue on same road through Wellington to

ELBRIDGE (15.3 miles).

Straight ahead through town and at second forks take the right fork, which leads to

WEEDSPORT (22.5 miles).

At the center of the town cross the railroad and canal and continue straight ahead under the railroad; then bear right; opposite town cross the canal to

PORT BYRON (25.5 miles).

Turn right across the bridge and continue straight ahead, passing two railroad crossings. Take the first left fork beyond the second railroad, which leads direct to

SPRING LAKE (32.5 miles).

A short distance beyond the town take the left fork to

SOUTH BUTLER (37.5 miles).

Turn sharp to the left here and at the first forks take the right, which, with a few windings, leads to

SAVANNAH (43 miles).

At center of the town turn right, following the railroad and canal, to

CLYDE (49 miles).

In entering town turn right into Main street and at Park turn left to the end of park; then turn right and then left and follow the main highway which leads through Lock Berlin to

LYONS (55.5 miles).

Go out Water street and at the top of hill take the road to the left, and keeping south of the canal follow the highway to

NEWARK (61 miles).

Just beyond the town turn right across the canal and then left along the canal, and opposite town cross canal to

PORT GIBSON (65 miles).

Turn right and follow canal on south side to

PALMYRA (70 miles).

Go straight ahead through the town on Main street for a mile and a half; then turn to the right across canal and follow on the north side of canal, keeping to the left at forks, and opposite town cross canal to

FAIRPORT (81 miles).

After leaving town cross canal again and follow macadam road through Brighton into East avenue, turning to the left into Main street,

ROCHESTER (90 miles).

AUTOMOBILE TOPICS TOURING SUPPLEMENT

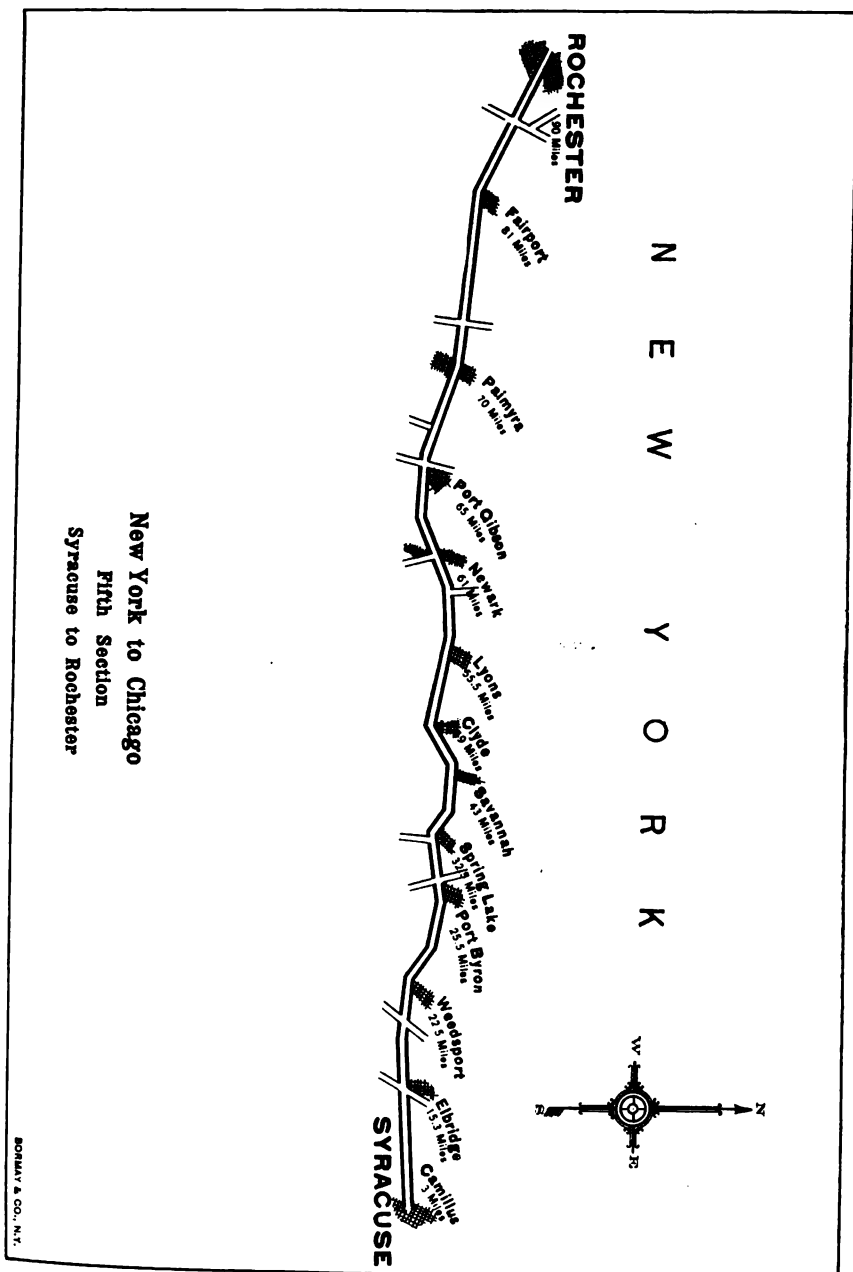


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Gives comfort to the passengers
And removes the slightest jar.
Makes the car ride like a Pullman,
And the passengers inside
Can't tell cobblestones from asphalt,
So easily does it ride.

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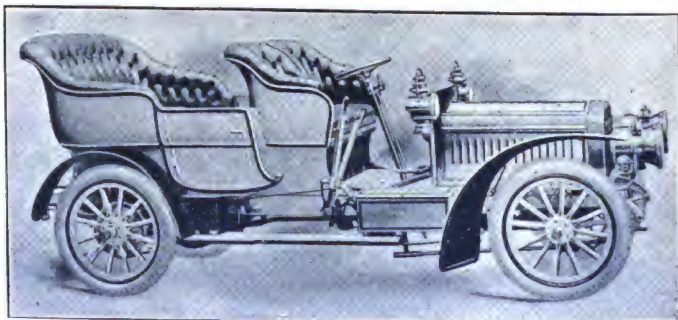
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AUTOMOBILE TOPICS



A LUSTY new infant entered into clubland last Saturday, when The Automobile Club of Detroit was born in that metropolis of the Peninsular State. The organization was the result of a call sent out to seventy-eight persons interested in the automobile industry. Of those invited to form the club, fifty-six accepted, and thirty odd were on hand to launch it formally and elect the first board of officers.

This new club was set afloat as distinctively a trade institution. Its membership is limited to 100 and only those immediately connected with the industry are eligible. There are provided for, also, fifty non-resident memberships under the same terms of eligibility.

In forming this club, the first one which restricts membership to representatives of the industry, the idea was to have an organization in which all the members would have a greater incentive to activity than mere social inclinations afford. The idea was born of reflections upon the dormant state of many automobile clubs, and it was conceived that a body composed of men who are interested commercially in the development of the automobile would be more active and efficient than a social association. Under these circumstances, the career of the club will be of peculiar interest to watchers, and if it achieves success, others of similar character are to be expected.

The meeting for organization was called to order by William E. Perrett, the Detroit manager for the Diamond Rubber Company, with "Ned" Broadwell acting as secretary. W. E. Metzger and other speakers outlined the plans of the club and then the following officers were elected:

William E. Metzger (Cadillac), president; S. D. Waldon (Packard), vice-president; "Ned" Broadwell (Fisk tires), secretary; R. D. Chapin (Olds), treasurer. Five directors were chosen, as follows: James Couzins (Ford), Roger G. Sullivan (Wayne), W. G. Morley (Olds), C. J. Moon (Packard), and W. C. Rands (Wheeler Mfg. Co.).

The five directors, with the four officers, will constitute a board of governors. This board is to meet at once to draft a constitution and by-laws.

The quarters of the new club will be in the Russell House, where three rooms have been engaged, one of them being a dining room, service for which will be in connection with the hotel proper. It is expected that the remodeling necessary, as well as the decorating and furnishing of the rooms, will be completed by February 10, or just prior to the opening of the Detroit Auto Show, on February 13.

AGAIN has been reached the membership limit of the Automobile Club of America, which some time ago was raised to 500, and there are now twenty-six names on the waiting list. The members elected at the last meeting of the governors are Charles W. Morse, John W. Cox, Robert Fairburn, Morton F. Plant, Marshall Dodge, Jesse Wasserman and James B. Wilson.

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PREPARATIONS for the Florida events have brought to light the fact that many more racing cars are being built than was commonly supposed. It is evident from the talk, which is guarded, but has been gleaned in patches, that so many makers have determined to enter the Vanderbilt cup race this year that a full team of ten is likely to be entered, and perhaps eliminating trials will be necessary to select the ten. This argues that a stiff fight will be made to prevent the Vanderbilt Cup from being taken abroad, as is permissible, under the deed of gift, if it is won this year by a foreigner's car.

It has been settled that W. C. Temple will act as referee at the races on the Florida beach this year, instead of A. R. Pardington.

EDWARD E. HAWLEY shipped two Mercedes racing cars belonging to E. R. Thomas, the banker and horseman, to Florida on Thursday of last week. Frank Croker shipped his racer last Saturday, and the Ford car of Captain Anderson went on the same boat.

THE two White steamers that the White Sewing Machine Company entered for the Vanderbilt cup race, but which were not completed in time, have been entered for the Florida tournament and also for the 100-mile Cuban road race. These machines will be entered in the regular events, the makers believing they can hold their own with the fastest cars of the gasoline type. Webb Jay will pilot one car, while the other driver has yet to be selected.

A. L. McMURTRY, who has charge of the timing apparatus at the Ormond-Daytona tournament, left for the South last Thursday to get the instruments in working order. He has arranged to have men stationed at various points along the course to telephone the position of the racers. This will lend added interest to the contest, for those at the starting point will know just how far ahead the leader may be. Mr. McMurry's associates in timing will be F. G. Webb, of the Long Island Automobile Club; S. M. Butler, Automobile Club of America, and Frank X. Mudd, Chicago Automobile Club.

THERE will be no controls in the 100-mile race for the W. K. Vanderbilt, Jr., cup at Ormond, this condition having been made by Mr. Vanderbilt in a letter to W. J. Morgan last week, in which he turned over the cup.

It is out that a six-cylinder Ford racer of 60-hp. and a wheel base of 9 feet 10 inches is being built, and that it will weigh only 1,400 pounds.

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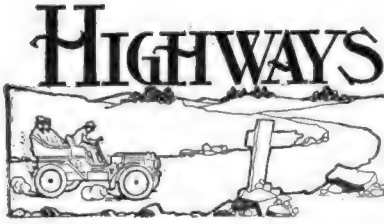


AN active interest on the part of society has been manifested this week, and to-night there will be a great throng of well-known people at the opening of the Automobile Show at the Madison Square Garden. All the hotels in the vicinity of the Garden are filled with show visitors, reminding one of the great crowds who are in town for the horse show. At the opening night of the

Importers' Automobile Salon, Tuesday, many prominent society people were present, including Mr. and Mrs. Stephen J. Pell, Mr. James L. Breese, Mr. James L. Breese, Jr., Mr. and Mrs. R. Hall McCormack, Mr. and Mrs. Henry Lewis Morris, Mr. and Mrs. Edward C. Wallace, Mr. and Mrs. Mortimer Schiff, Mr. and Mrs. Howard Gould, Mr. and Mrs. Eugene Beales, Jr., Mr. and Mrs. Preston Hix, Mr. and Mrs. James E. Martin, Jr., Mr. and Mrs. Jules Vatable, Mr. and Mrs. Oscar Richard, Mr. and Mrs. John E. Roosevelt, Mr. and Mrs. Eugene Jerome, Mr. and Mrs. Lawrence Bogert Elliman, Mr. and Mrs. R. A. C. Smith, Mr. and Mrs. George Burrough Torrey, Mrs. George B. Loring, Mr. and Mrs. Frederick K. Bourne, Mrs. Richard P. Lounsbery, Mrs. Nathan Strauss, Mr. Malcolm Strauss, Mr. David W. Kearney, Miss Lilian Morrison, former Lieutenant Governor Timothy L. Woodruff, Miss Sedley, Sir Thomas Dewar, M. P., Major John Peters, Baron Le Guene, Dr. Austin Flint, Jr., Judge Gildersleeve, Lieutenant Alexis Le Blanc and Colonel John Jacob Astor. Also the Messrs. Eben Stevens, William Goadby Loew, Jr., George H. Baker, Jr., John H. Bradford, Jr., Townsend Hildreth, R. Suydam Grant, Samuel Willeys, Francis Potter, Oliver Harriman, Frederick O. Beach, Arthur T. Kemp, Henry Rossiter Worthington, Henry R. Lounsbery, Jr., Jefferson L. Seligman, T. Chesley Richardson, J. E. Smith Hadden, Reginald Ronalds, Albert Stopford, Richard Peters, J. Ellsworth Magie, Charles Lanier, S. C. Riker, Jr., Louis Sherry, Gilbert Colgate, Louis Wormser, Clarence Porter, John R. Livermore, R. A. McCreery, Jesse Seligman, George B. Perkins, Irving Brokaw, H. E. Gallatin, George Arents, Jr., Edward Thaw, Stephen Peabody, D. C. Van Riper, Jacob Reis, George C. Boldt, Samuel Untermyer, R. Hoagland, H. B. Wilson, W. J. Cassard, Gen. James F. Clarkson, Col. A. E. Pope, Capt. John Parr, Col. Daniel Appleton, H. E. Hendrickson, S. B. Stevens, William K. Vanderbilt, Jr., Arthur Bowne, Robert Goelet, Colonel Arthur R. Kuser, W. G. H. Randolph, Seymour W. Bonsall, W. F. Osborn, Col. E. K. Chamberlain, Mr. and Mrs. T. Pearsall Field, Mr. and Mrs. H. K. Bloodgood.

THE Berlin Automobile Club is forming a voluntary corps of automobilists to serve as a regular section of the Prussian troops in time of war, and the military authorities have accepted the offer of this corps. The members of the corps furnish their own automobiles.

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THE subject of good roads figured largely in the proceedings at the opening of the New York State Legislature last week. In his inaugural message, Governor Higgins called attention to the advisability of making a communicating system of improved highways, as far as possible, and also urged the necessity of provision for their maintenance under the supervision of the State, and

at the expense of the locality. The Governor also recommended that the contracts for building the roads should, in future, require that the contractor shall maintain them for a period of five years following their acceptance by the State Engineer. Finally, the Governor calls the attention of the Legislature to the proposed constitutional amendment to permit the issuing of bonds for the improvement of the highways, and says that pending the adoption of this measure, and without increase in the estimated revenues of the State for the ensuing year, appropriations for good roads must be modest.

STATE ENGINEER HENRY A. VAN ALSTYNE, of New York, in his report to the Legislature, pays particular attention to the subject of highway improvement, which he considers of equal importance with the improvement of the canals. He stated that since 1898, when the building of these roads by State aid was begun, there have been received petitions for the improvement of 5,000 miles of roads in fifty counties. Plans have been adopted, and money has been appropriated, for 1,398 miles of roads located in thirty counties. Of these there are now in process of construction, in nineteen counties, or are actually completed and in use in twenty-eight counties, 585 miles of roads. For this work the State has, during the last seven years, appropriated \$3,327,000, the counties appropriating an equal amount.

SPEAKER NIXON, in his speech of acceptance, following his seventh election to the speakership of the New York State Assembly, also referred to the proposition to bond the State for road improvements, and called attention to the fact that in the strictly rural counties there are many towns which cannot afford to pay even fifteen per cent. of the cost of an improved highway, and they object to being taxed to pay any part of the county's 35 per cent. He suggested that in such counties any populous and wealthy town should be allowed to petition for an improved road and to pay for half the cost, the State paying the other half, and not calling on the county for any aid. This plan would do away with all controversy in boards of supervisors as to which town should be served first, and how many miles each should have, and in the long run such towns might be as well off as they would be under a heavy county debt.

SUFFOLK COUNTY, New York, which comprises the easterly half of Long Island, will spend this year \$178,534.29 for road improvement, of which total the town of Southampton will raise \$25,000. This is the largest sum ever expended for good roads in one year in this county.

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GOVERNOR HIGGINS' recommendation in his recent message to the Legislature that the towns benefited by the improved highways should be required to bear the expense of their maintenance is likely to meet with opposition on the part of some of the rural legislators, who believe in throwing as much as possible of the expense of the State Government upon the cities in general, and upon New York City in particular. At the last meeting of the Board of Supervisors of Erie County, Supervisor Woodward, as chairman of the committee on good roads, offered a resolution calling upon Erie County's senators and assemblymen to advocate the passage of legislation providing that the maintenance of improved highways shall hereafter be borne by the State, except \$50 a mile, to be borne by the towns in which the good roads are situated. The resolution was opposed by Supervisor Wood, apparently a man with a conscience, who said: "When the State consented to build these roads the towns benefited solemnly agreed to assume the expense of maintaining them, and now that the roads have been built, the towns want to go back on their agreement and have the State maintain the roads. That means the cities must maintain them, as the cities pay the bulk of the State taxes." Supervisor Woodward defended the resolution, saying it would throw the burden of maintenance of the roads on New York City. "It isn't fair or just to pass this simply because it robs New York," said Mr. Ward. "I'm willing New York should be made to bear it," said Mr. Woodward. The resolution was adopted.

EX-PRESIDENT ALBERT R. SHATTUCK, of the Automobile Club of America, continues his active efforts in behalf of good roads, and at a meeting of the Board of Commerce, of this city, offered a resolution in favor of the passage of the constitutional amendment to permit the issue of \$50,000,000 in bonds for highway improvement. Mr. Shattuck's argument in favor of the resolution aroused much interest, and the resolution was referred to the executive committee for action.

GOVERNOR BACHELDER, of New Hampshire, who is an enthusiastic advocate of good roads, made the following interesting remarks on the subject before an audience of farmers recently: "The development and prosperity of any State or nation depend in some degree upon the transportation facilities provided, and such facilities include not only our rivers and harbors and our great railway and steamboat companies, but also the highways over which all our products and all our people are transported. The important matter now before the friends of good roads is to arouse the people to a realization of their responsibility in securing favorable State and National legislation on the subject. Another important matter is the construction of roads adapted to the needs of travel over them. Much harm has come to the good roads movement in some sections of the country through the advocacy of more expensive roads than the resources of the people would warrant and demand. Costly stone roads are economical upon portions of our highways, but we must not overlook the fact that there is a vast mileage of roads that could be permanently improved by the judicious expenditure of a comparatively small sum of money per mile. We should give due prominence to this fact in considering the matter from a State or National standpoint.

Preventives and Remedies

PART XVIII

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Transmission Gears (Continued)—Change of Speed

IN a certain sense, everything relating to the best mode of operating and driving an automobile—meaning the movements of levers and pedals, steering wheel and starting crank, adjustments of the carburetor, the ignition, and the lubricating devices—relates also to the prevention of troubles; but, as before said, it is especially the manner of effecting gear changes, with a clash gear mechanism, which needs to be mastered completely by the motorist before he undertakes any practical driving. Large repair bills grow up between the right way and the wrong way of performing the simple act of shifting the gear speed lever, and this fact has always constituted a strong objection to the clash gear system. In the words of its inventor: "It is brutal, but it works." It may be of light weight and yet substantial, and the first repair bill due to its abuse usually teaches the driver to use it properly, whereafter it gives no trouble, and is subject only to a minimum of wear, compared to other forms of change-gear mechanism. It can never be operated successfully in a dreamy sort of way. To use a musical term, it is a *staccato* instrument, and a *legato* player, constitutionally averse to decisive movements, would perhaps do better with an epicyclic (crypto) gear, operated by brake action, of which a variety are used on American cars, especially those of small power; or with a belt-driven car, though the latter is at present decidedly out of fashion, and, therefore, not included in the scope of these articles.

For the reasons given, the chapters on Operation should be anticipated here by a short explanation of that principle in changing gear—with the clash-gear system—by adherence to which burred and broken gear teeth are avoided.

GEAR CHANGING CLASH OR SLIDING-GEAR SYSTEM.—The whole secret in changing gear consists in bringing the circumferences of the two gear wheels which it is desired to engage with each other to revolve at approximately the same speed when attempting to effect the change. To this end the greatest part of the momentum is taken out of one of the revolving masses of metal. One of the gear shafts is connected with the clutch cone, fly-wheel and motor shaft. The other—the sliding one—with the driving wheels of the automobile, and it has the momentum of the whole car's forward motion behind it. This momentum cannot be reduced, except by the brakes. But the momentum of the "fixed" shaft can be reduced by uncoupling the clutch cone, thereby releasing the shaft from all the momentum caused by the rotation of the fly-wheel and the impulsions of the motor. So released, the gears on it cannot clash with the gears on the sliding shaft with more force than would be required to stop their rotation, while, if the clutch were not released, the force of an impact might rise to that necessary for stopping the motor also. The latter force may be sufficient to break, and certainly to burr, a gear tooth or several gear teeth. Hence all modern cars are so constructed that the gear-changing lever first releases the clutch before passing

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from one gear notch to another. Though the momentum remains behind the driving gear, it can do little immediate harm in clashing with the released driving gear, because the latter offers little resistance. Action and reaction must correspond. No gear teeth will be broken, but if the gears do not enter into mesh at once considerable burring of the edges may take place. The automatic clutch release referred to has removed the danger of breaking the teeth (which owners of old-style cars must obviate by pressing the clutch release pedal before changing from low to higher gear), but the danger of burring remains to some extent, though only with awkward or hesitating manipulation.

Supposing the car is on the lowest gear, the velocity at the circumference of the large driven gear is, of course, exactly the same as the velocity at the circumference of the small pinion which drives it. To change to a higher speed means that a larger pinion takes the place of the latter, and as they are both on the driving shaft, the circumferential velocity of the new driving pinion is somewhat higher. But by releasing the cone clutch the driving shaft is permitted to lag. The new driven wheel is smaller than the one released, and, consequently, has less circumferential velocity. It follows that the mere act of releasing the cone clutch quickly brings the new gears to be engaged to nearly the same circumferential velocity. There is then no difficulty about throwing them into mesh, unless the driving gear is brought to a standstill by fumbling with the gear-change lever instead of pressing it resolutely, though not violently, into its new position. Usually, the edges of the gear teeth are rounded so as to facilitate the entrance, if the tooth of one gear is not absolutely opposite to the hollow between the teeth of the other gear when the pressure is applied.

In hesitating, the beginner in the art of motoring not only permits the gear wheels to mar one another, and possibly to throw the lever back—the rounded edges having that effect when the sliding movement is too slow in comparison with the rotary speed of the gears—but he also allows the automobile to slow up, possibly so much that there is a considerable shock on gears and motor when the higher gear is finally in mesh and the cone clutch again takes hold. The effect is similar to that of starting the car on the high gear from a standstill. It is particularly when changing from a lower to a higher gear on a hill (where the hill gets less steep than it was) that the shock may prove injurious, since the car loses its momentum quickly, while the motor, running idle during the hesitation, attains its maximum governor speed.

If the driver has been caught napping, but notices the delay by the noise of the gears and the resistance to the lever motion, he should ease the shock by partly depressing the clutch pedal as the lever goes into the higher gear notch, the object being to cause the clutch to slip somewhat, exactly in the same manner as when the clutch pedal is operated in dense traffic to slow up the car in a congestion of vehicles, while maintaining, or rather increasing, the motor speed, so as to permit shooting the car into an opening in the traffic when one presents itself, by merely letting go of the clutch pedal.

When going down hill there is still more reason for actuating the lever decisively, as the increasing car speed and the decreasing speed of the driving gear tend apart.

(To be continued.)

Automobile Topics

Illustrated

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

Published by AUTOMOBILE TOPICS (Incorp.)

E. E. SCHWARZKOPF, *President.*

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The Want of Information

A LETTER has been received from Frank Terry Brooks, M. D., of Greenwich, Conn., which is of the sort we like to get, although it contains criticism, and which is printed in full below. Such messages are welcome, because the kindly spirit and the desire to help everyone is so obvious. Furthermore, they indicate that AUTOMOBILE TOPICS is read with earnest and by thoughtful men. The doctor says that from reading AUTOMOBILE TOPICS he gathers the impression that touring and racing are chiefs in the editorial camp. We venture to say that the doctor has not been reading the magazine for a great while, nor is a very thorough reader, for it has many departments and many phases not wholly subordinated to touring and racing. However, touring and racing are interesting and important matters, and often they are the uppermost topics with most of those who are interested in automobiles, and it is with such topics that we deal. We are glad to receive the criticism, for it is far from the editorial thought to devote the magazine to touring and racing, and the fact that it seems otherwise, even to one reader, is of interest. Here is the doctor's letter:

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"In reading AUTOMOBILE TOPICS, I am impressed with the idea, both from the articles and the advertisements, that *the* thought is touring and racing! Would the suggestion be pertinent, that a practical article on 'The Best Automobile for Professional and Business Purposes' would be of interest to many of your readers?

"In all the advertisements I notice only one—that of the Northern—calling especial attention to a car suitable for the use of physicians.

"Please take this letter for what it is worth, for, of course, the writer has a personal interest in the subject, as he finds it a difficult matter to know which of the many cars is *the* best for professional requirements."

Indeed, we have taken the letter for what it is worth, and estimate it to be worth considerable to our other readers and our advertisers, beyond its personal interest to the editors.

In the past there have been articles in AUTOMOBILE TOPICS similar to what Doctor Brooks suggests, and there will be others in the future. It should be obvious, however, that it is impossible for this, or any publication, to declare what is *the* best automobile for any purpose, because, even were it possible to make such a decision, it would be beyond the province of such a magazine, and an injustice to its advertisers generally.

Concerning the plaint of the doctor that he finds it a difficult matter to know which car is the best for professional requirements, it is interesting to state that he perhaps would be no better off after he had tried several. There are now so many cars that thoroughly fill the bill, not only for physicians but for every sort of purpose, that selection is truly difficult. No one could tell him which would be the best for him. Many physicians are using motor cars in their practice, and many of them are certain that they have the best one for their purposes, yet their cars differ greatly.

However, the physician, and all other users and prospective users of automobiles, can be valuably aided in making their choice by being provided with the right sort of information. Those who come inexperienced to the question of choice have need of much information that is rudimental. They do not know why certain features would be objectionable in cars for their particular purpose, and they do not know why certain features are of virtue. There is a great amount of kindergarten work to be done repeatedly and continuously in the automobile field, and this is something that advertising manufacturers are apt to forget. Certain fundamental facts have been so long familiar ones with them that they deem them to be common knowledge, whereas they are not. It is the duty, and to the interest of the makers, to ponder this and act accordingly. On the other hand, it is the province of this magazine to cater to such as need primary information and help. This always has been recognized in the past, and the help has been given. It will continue to be furnished in the future.



Crowding Out the Horse

A SIGHT that must give pause to anyone of reflective cast of mind is to be found at the corner of Fiftieth street and Broadway, New York. It is more impressive than a lecture of ten thousand words could be on the insidious fashion in which the automobile is entering the field and gradually crowding the horse to the wall.



THIS PICTURE SPEAKS FOR ITSELF

At the location named one is confronted by a big brick building that occupies one entire block. It is the American Horse Exchange. In the corner, on the ground floor, is the salesroom of Walter automobiles. Along the side of the building, in big letters, are the words, "American Horse Exchange," and over the door of the automobile salesroom is its sign. The motor car interest now has only a corner of the space occupied formerly by horse interests, just as the automobile itself has replaced the horse to only a slight extent—but what of the future? Is not this a "handwriting on the wall," that has deep significance?

Cadillac Gets Henry M. Leland

A notable acquisition has been made by the Cadillac Automobile Company, of Detroit, in the person of Mr. Henry M. Leland, as general manager of that prominent concern. Mr. Leland was the vice-president and general manager of the Leland & Faulconer Manufacturing Company, and has been at the head of large manufacturing interests for nearly forty years. He was with Brown & Sharpe for seventeen years as manager of the sewing machine department, and he was the founder of the well-known Leland & Faulconer Manufacturing Company. Mr. Leland takes to his new position a special fitness for the work that should bring practical results in the construction and general finish of the Cadillac cars.

A Chat with Mr. Prescott

A REPRESENTATIVE for AUTOMOBILE TOPICS called on Mr. A. L. Prescott, of the Prescott Automobile Manufacturing Company, at his New York office, 90 West Broadway, New York.

Mr. Prescott is a manufacturer, of large experience, being connected with manufacturing interests, some of which are not only national but international in their scope. The interview was, of course, confined to the subject of automobiles.

"Have you anything, Mr. Prescott, to announce for 1905?" was asked.

"Well, yes, a number of things which probably automobile buyers would like to know about. First, in accordance with our usual progressive policy, and in the spirit of the times, we will this year make material reductions in the prices of our machines, notwithstanding the very great improvements which we have made, and which have brought our machine up to its present stage of perfection. Owing to improved factory facilities and organization, we are enabled this year to produce our machines at less cost, and with the increased volume of business we are determined to give our customers the best value for the money of any car now upon the market. For instance, our \$1,100 car will sell this year for \$800, and we shall have cars as low as \$650. The keynote of our construction is reliability. In order to achieve this our cars are made very substantial—strength, reliability and durability being prime considerations with us."

"Has any particular occasion of late brought out the efficacy of the Prescott car?"

"Well, yes. There have been a number of tests. The speed of our car was wonderfully determined in the Eagle Rock hill-climbing contest on Thanksgiving Day. Our car was equipped with regular stock body and full equipment. It made the climb, one mile, up an average grade of fifteen per cent., in 1.37 3-5, a time which was equalled by only two American-built cars, notwithstanding the fact that nearly all the cars of our competitors were stripped of their bodies, carrying only the chassis and a skeleton seat for the operator, as compared with our body and stock equipment, which added greatly to the weight of our car."

"After all, Mr. Prescott, is it not a fact that the main thing of importance in regard to a car is how it will act in the hands of an inexperienced operator?"

"Yes, that is the thing of real importance, not how a car will act in the hands of an expert, but how the layman or the novice is going to get along in handling it. I believe that is, after all, the important test. The efficacy of our car in the hands of a novice has been thoroughly well demonstrated during the past season. Here is an illustration:

"Mr. C. D. Smith, of Smithtown Branch, Long Island, after having owned one of our cars but a very short time, took a somewhat extended trip, and on his return home sent us a report of his trip. He said he took a trip through the New England States, going up through the Connecticut River Valley, via New Haven, Meriden, New Britain, Hartford, Springfield, and so on up around Mt. Tom, Mt. Holyoke, to Greenfield and Northfield, thence to Athol and Fitchburg to Boston; then back through Worcester, Leicester, and south to Long Island

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Sound, to Bridgeport, and home by way of Port Jefferson, making five hundred miles in four days without a mishap of any kind, and not a moment's delay from any cause.

"I remember another nice little incident: Two young ladies located on Fifth avenue, having had no experience or knowledge whatever in automobiles, bought one of our cars late last Spring, and contrary to my advice made a vacation trip during the Summer to Boston, Manchester, Concord, and into northern Vermont, returning to New York. They operated and cared for the car themselves, and reported a most delightful and successful trip. These are only two of many such instances which might be cited.

"My own trip for the Summer was the most delightful of my life. Accompanied by my two daughters, I made the trip to the White Mountains, through which I toured very extensively, including the climb to the summit of Mt. Washington, thence to the coast of Maine, from there to Lake Winnipiseogee, through the Franconia Notch to St. Johnsbury, Vt., to Montpelier and Burlington; thence the trip was continued through the Adirondacks and the Berkshires, and home again.



THE PRESCOTT CLIMBING EAGLE ROCK

use, it can be run all day, or stand idle all night, in the coldest of Winter weather, without any danger of freezing up, and is always available for instant use. With a speed of a mile in 1.37 3-5, up a 15 per cent. grade, on a crooked road, it is thoroughly demonstrated that the Prescott car has ample power and sufficient speed to meet the requirements of any possible conditions."

"During the trip we, of course, experienced all sorts of roads and weather conditions. Mud, sand, rough roads, and steepest mountain grades were successfully overcome, and the efficiency and reliability of the car were demonstrated to my most complete satisfaction, more than meeting my most sanguine expectations."

"I suppose, then, Mr. Prescott, that the Prescott car, at the present time, is absolutely up to date?"

"Yes, I think so. In fact, I believe it includes every up-to-date idea, several of which are found only in our car. The old troubles of firing up, imperfect lubrication, freezing, imperfect brakes, back firing, etc., etc., have been entirely eliminated. A girl of ordinary intelligence can fire the car in a few moments; it runs all day without any attention whatever to the lubrication; it is thoroughly adapted to the requirements of the physician, as with our special equipment for doctors' use, it can be run all day, or stand idle all night, in the coldest of Winter weather, without any danger of freezing up, and is always available for instant use. With a speed of a mile in 1.37 3-5, up a 15 per cent. grade, on a crooked road, it is thoroughly demonstrated that the Prescott car has ample power and sufficient speed to meet the requirements of any possible conditions."



Pseudo Rubber from Mexico

CONCERNING the move of New York men to develop a substitute for rubber from a Mexican shrub, of which AUTOMOBILE TOPICS had the news some time ago, this item comes in the official report of James A. Le Roy, U. S. Consul at Durango, Mexico:

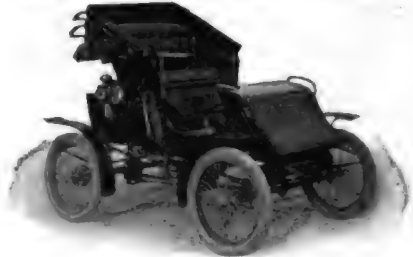
It has been known for some years that a shrub called the guayule, which grows on the arid northern plateau of Mexico, renders an extract possessing the appearance and qualities of rubber. Either because sufficient attention has not been drawn to it, or because of failure to find a satisfactory process for extraction, nothing worthy of mention has hitherto been done with this plant, which is found growing particularly in the eastern part of Durango State, along the Mexican International Railroad. Within the past two years New York rubber manufacturers have developed a process for the utilization of the plant. Under the name of the Anglo-American Company, they have obtained a concession from the State of Coahuila and are about to build a factory for the extraction of rubber from the guayule at Torreon. Plans for the factory are completed, but the contract for its erection has not been awarded. The new Mexican company is understood to be associated with the Continental Rubber Company of New York.

Mr. PAUL L. SNUTSEL will sail for Europe on January 19, in the interests of the newly organized International Motor Car Supply Company, and will return the end of February with a large and varied line of accessories. The show rooms of this firm will be at No. 1 West 34th street, and will be opened about March 15 next.

CHARLES L. SCOTT, formerly with the Electric Vehicle Company, has secured the American agency of Dufour & Sons, of Paris, makers of the "Marquis" tires. These are the highest-priced tires in the market, but it is claimed that it is far from being the most expensive, because of its being absolutely puncture proof and skidding proof. The whole tire is protected by leather, making rim cutting impossible.

PRICES—1905

From \$650.00 to \$900.00. Write for Particulars



PRESCOTT

A steam Automobile which has been proved of superior worth. It is especially adapted for doctors' uses. Quick to get ready; absolutely safe; speedy; will not freeze up; no hand pumping; has a patent vaporizing device for "firing up." Built for 2 or 4 people. Has a folding front seat. At the hill-climbing contest at Eagle Rock, N. J., the \$800 PRESCOTT was but 2-5 seconds behind an \$8,000 French car, and was 10-2-5 seconds ahead of a \$3,500 car. 40 h. p. Decauville gasoline 1 m. 37 1-5 sec. 71-2 h. p. PRESCOTT (steam) 1 m. 37 3-5 sec. 15 h. p. White (steam) 1 m. 48 sec. 35 Cars competed in this contest, of which only two American built cars equaled the time made by the "PRESCOTT."

See our Exhibit at New York, Buffalo, and Boston Shows.
PRESCOTT AUTOMOBILE MFG. CO.
90 WEST BROADWAY. NEW YORK

A WORD PICTURE OF

THE YALE

For 1905

\$1,000.00

SIDE ENTRANCE, \$1,100.00

Imagine to yourself the prettiest touraround that ever dashed down a road—a flash of gold and blue, whizzing by with no more noise than a mere musical whirling of the wheels.

Try to conceive a car so filled with power that it is like a living thing, and so instantaneously responsive that it can be controlled by a touch of the thumb and index finger. When you've formed this mental impression you've only begun to get an unexaggerated notion of the thousand-dollar Yale for 1905.

The new double cylinder Yale weighs only 1,400 pounds, with over a full ounce of continuous power for every pound. Seats four and even five, and takes the meanest hills at high speed. You mustn't even think of considering any other car at anywhere near the price before you've read, heard and seen more of the thousand-dollar Yale for 1905.

Write for our new catalog—out January first—no charges.

THE KIRK MANUFACTURING CO.

952 Oakwood Avenue, TOLEDO, OHIO

Mention "Automobile Topics" when writing

POPE

BE SURE TO
SEE THE 1905
MODELS AT THE
AUTOMOBILE
SHOW

AUTOMOBILES

**POPE-WAVERLEY
ELECTRICS**
15 Distinct Models
\$850 to \$2,250
*Trucks built to order on specification
of purchaser.*

POPE MOTOR CAR CO.
INDIANAPOLIS, IND.

**POPE-TOLEDO
GASOLINE CARS**
20 H.P. Side Entrance, Price, \$2,800
30 H.P. Side Entrance, Price, \$3,500
45 H.P. Side Entrance, Price, \$5,000
50 H.P. Pullman built to order.

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TOLEDO, OHIO

**POPE-HARTFORD
AND
POPE-TRIBUNE
GASOLINE CARS**
16 and 22 H.P. Prices, \$1,600 and \$900

POPE MANUFACTURING CO.
DEPT. A.
HARTFORD, CONN.
Members Assoc. Licensed Automobile Mfrs.

**THE NAME BESPEAKS
THE QUALITY**

A BOOK devoted to the proper care of tires, that will be of value to everyone, is about to be issued by the Diamond Rubber Company. It is not devoted to Diamond tires exclusively, but to tires of all makes, although, of course, it will embody some catalogue features. It will be furnished free of charge.

AN exceptionally handsome catalogue of Fiat cars has just been issued by the American agents, Hollander & Tangeman, of 3 West Forty-fifth street, New York. The designs throughout are the work of the famous French artist, Pal, whose work has been so favorably received abroad, and who did the decorating at the New York Salon. The catalogue will be mailed free to anyone on request.

ACETYLENE gas has such manifest advantages for lighting purposes on automobiles that the discovery of a way to store the gas itself was sought for years, and when announced, created a mild sensation. Yet, while the Commercial Acetylene Company has been installing the safety storage system of acetylene lighting for three years, the general public knows but very little about it, for the main efforts of the company have been toward putting it before the railroads, owners of water craft and the United States Government. The value of the safety storage system is proven by the fact that the United States Government is using it along the coast in the light house service, and has fitted out the ship Explorer with it. Many railroads also are using it. The safety storage system does away with the disagreeable and dirty work of cleaning and refilling the generator, and as the gas is always pure, it gives a brighter and whiter light, and is not accompanied by the clogging of burners. Another great feature which is appreciated this year is the fact that no matter how cold the weather, there is never any danger from freezing, as there is no water connected with it. The tanks are usually attached out of sight, underneath the car, and will supply anywhere from 60 to 110 cubic feet of gas, according to the size tank used.

DURING 1905 the Crest Manufacturing Company, Mr. H. D. MacRitchie, manager, makers of the Crestmobile, will be located at 172 Freeport street, Dorchester, Mass.

Mention "Automobile Topics" when writing

EVERYONE has become so accustomed to talking about Cannstatt and the Cannstatt Mercedes, that frequently it is not realized that Cannstatt is no longer the home of the Daimler Motoren Gesellschaft. After the disastrous fire in 1903, which destroyed a large part of the Cannstatt factory and contents, and one result of which was that the Irish Gordon Bennett race was won by Jenatzy with a stock 60-hp. car belonging to Clarence Gray Dinsmore, instead of one of the 90-hp. racers then partly completely, the company decided to rebuild, not on the original site, but about a mile further from Stuttgart—of which Cannstatt is a suburb—at Unterturkheim, which is reached by trolley from Stuttgart, passing through Cannstatt. The portion of the original factory which escaped the fire is still used, but will shortly be abandoned, and the entire business concentrated at the new site. So it comes about that the original and true Mercedes is no longer the "Cannstatt Mercedes" but the "Unterturkheim Mercedes."

THERE are more square feet of space on the main floor of Mechanic's Hall, Boston, than on the main floor of Madison Square Garden, New York, and on the strength of this it is being proclaimed that the Boston Automobile and Power Boat Show will be the largest thing of the sort ever held in America. This is a large-sized claim, but there is no doubt about the Boston show always being an excellent one, and as it will hold forth in Mechanic's Hall this year, March 13-18, it will be mightily housed.

The hall has been arranged so that all automobile exhibits will be on the first floor and the exhibits of parts and accessories will be on the second floor. Boats and boat accessories will occupy the entire basement. There now have been nearly 60,000 square feet of space sold.

The committee of the Boston shows has always made it a point to arrange the show in an artistic manner, and all exhibits of local firms have been accepted only on condition that certain rules regarding decorations should be carried out. The Show Committee consists of: George H. Lowe, chairman; J. H. MacAlman; E. A. Gilmore, treasurer, and Chester I. Campbell, general manager. The office of the latter is No. 5 Park Square, Boston, Mass.

THEY ALL TOLD US

that the American trade and the American public would not pay the price of a truly high grade tire.

OUR ANSWER

WAS THE

FISK HEAVY CAR TYPE TIRE

NOTE THE
CUSHION



which was made first and priced afterward.

It costs more than any other because it is worth more. It represents the finest workmanship and the very best materials money can purchase. Its success proves that just such a tire was wanted, particularly with such a fastening as goes with The Fisk.

THE FISK RUBBER COMPANY

Chicopee Falls, Mass.

Western Office, 52 State St., CHICAGO, ILL.

Eastern Sales Office, 754-6 Seventh Ave., New York

BRANCHES:

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LOS ANGELES
ST. LOUIS
CHICAGO
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BUFFALO
SPRINGFIELD
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OMAHA
DENVER

MINNEAPOLIS
DETROIT
NEW YORK
PHILADELPHIA
LONDON, England

Mention "Automobile Topics" when writing

BUY THE BEST BATTERY

The "Geecee" Dry Battery

for Automobile Use

Size 2½ in. x 6 in.

A Battery that has been time-tested and tried. Noted for its long life. Is steady, durable and reliable. The only Battery in America made with as high amperage and voltage.

Particular attention given to manufacturing special shapes and sizes in quantities to order.

The
G. & C. Dry Battery Mfg. Co.

55-57 West Third Street

New York City



THE "UTILITY" SPARK PLUG

Genuine India Mica Insulation

Genuine Platinum Contacts (2)

¼ in. pipe and metric threads, \$1.50.
Winton—Loco—Rambler, \$1.75.

THE UTILITY CO., Plug Dept.

231-235 Greenwich St., N. Y.

DO YOU WANT Automobile Pictures

STRIKING, ORIGINAL PHOTOGRAPHS
FAMOUS RACERS IN ACTION
WE HAVE THEM

PHILIP LAVAL, 577 Madison Ave., New York

AUTOLYTE GAS LAMPS

The lamps that combine American ingenuity and foreign experience—practical as well as ornamental.

THEY LIGHT THE WAY

Prices \$7.50 to \$40. Automobile makers and dealers everywhere catalogue and recommend these lamps. Ask your dealer to show you the Autolyte Lamps and Generators, or write to us for booklet of lamps, horns and launch whistles.

A. H. FUNK, 88 Chambers Street, New York

Mention "Automobile Topics" when writing

THE Chambre Syndicate de l'Automobile has just made a report to the Council of State on the growth of the automobile trade in France during the last few years which is surprising. For instance, in 1898 French makers delivered 1,850 automobiles; in 1904 they delivered 22,000. The total value has grown from 8,000,000f. (\$1,600,000) in 1898 to 176,000,000f. (\$35,200,000) in 1904. The value of exports in 1898 was 1,750,000f. (\$350,000); in 1904 it was 74,000,000f. (\$14,800,000).

Salaries now paid amount to 80,000,000f. (\$16,000,000). The industry employs 55,000 workmen, 25,000 miscellaneous employees and 20,000 chauffeurs and machinists.

Some novelties of Scandinavian make are fur boots which come just above the knee, are wool-lined and soled and heeled so that they can be kept on when one has need to jump out into the road. These are worn over the regular walking shoes. In foot-warmers there are a variety of new designs from different furs.

In fine garments nothing more interesting has been seen for a long time than a great coat of Russian sable made by Chinese. It has been pieced together in narrow strips, some only a quarter of an inch wide, by hand with wonderful cleverness, so that the inside or fur surface has the appearance of being one skin.

HERE is an incident that illustrates the reliability of automobiles in the runabout class:

On the morning after the recent severe blizzard, when street car traffic was much impeded by the heavy snowfall, an Oldsmobile runabout, of the curve dash type, started down Broadway, New York, from the Harrolds Company's salesroom at the Circle. Without a hitch of any kind, the little machine ran through snowdrifts and over roads coated to the depth of several inches with loose snow, which, as any driver will know, is worse than heavy sand. The driver vouches for the fact that so simple was the power in the new 1905 engine that he found it unnecessary, during the run from Columbus Circle to the Battery and back, to use the accelerator or advance the spark.



A Fine Chance in Venice

ROBERT WOODS BLISS, the American Consul at Venice, writes as follows:

Venetian families are beginning to have their private motor boats, and others will buy when the right one is produced. This is a comparatively new field in Venice and in other ports of the kingdom, and if the American will show his usual home energy in Italy he can be among the first on the ground. Should some manufacturer, or combination of boat builders, send an Italian-speaking agent or salesman with several sample launches to Venice, the results would in all probability be satisfactory.

Early last spring I induced a Venetian gentleman to write to several American manufacturers of steam launches and motor boats to request that one sample launch be sent him, when he would endeavor to introduce the special make here. He offered to deposit with a bank in Venice more than enough to cover the cost of the launch, but in case he was unable to sell within a reasonable time he was desirous of returning the craft to the makers, paying an agreed percentage for wear and tear. This gentleman was able to furnish the highest references as to his reliability. In every case but one (where he was referred to an agent at Genoa) the only terms to which the firms would listen were full payment, free on board at New York. And thus a good opportunity was lost.

MARKED progress in the building of high-powered motor boats is expected to be shown by the competitors in the next international motor boat race for the Harmsworth Cup. Lionel de Rothschild, of London, has entered a 250-hp. Napier boat, which will be 30 feet in length and equipped with a six-cylinder engine. It will not only be the highest-powered boat of this class yet constructed, but the small size of the hull in proportion to the power is an unusual feature, and its performances will be awaited with much interest.

Jones Speedometer-Odometer
is designed to accurately indicate speed and at the same time measure the distance traveled. Two instruments in one case. Booklet free.

JONES SPEED-OMETER,
129 W. 3rd Street,
New York.

Mr. Manufacturer:
Q You produce cars. We produce catalogs—the kind which are effective.
Q Good cars need good catalogs. You make the one; we make the other.
Q Why not write us, and let us submit your designs.
HARTEL PHOTO-ENGRAVING CO.
 37 E. 8TH STREET, NEW YORK

\$800 CRESTMOBILE \$900
Best Car Built. Immediate Delivery.

CREST MFG. CO., 172 Freeport St., DORCHESTER, MASS.

**SEE OUR
 PRESSED STEEL FRAMES**
**At the Automobile Show
 MADISON SQUARE GARDEN, JAN. 14-21**
 The kind that are made from the highest grade of Cold Rolled Steel under the most perfect condition of manufacture. We guarantee satisfaction. NOW is the time to consider your requirements. Send us your drawings and get our prices.
CLEVELAND CAR SPECIALTY CO.
 Case Avenue and Lake St., Cleveland Ohio

Mention "Automobile Topics" when writing

"The Stamp with a Meaning."



The Standard Rim is always branded with this stamp—hence your tire guarantee is protected.

The shrewdest, most far-seeing buyer will demand

STANDARD RIMS

because they're the best rims made—at least builders say so and they ought to know.

See that YOU get them.

THE STANDARD WELDING CO
CLEVELAND

American and Foreign Cars

NEW AND SECOND-HAND

STORAGE AND REPAIRS

FORD PREMIER TREBERT

Open Day and Night
Telephone 5504-38th St.

THE AUTOMOBILE EXCHANGE
AND STORAGE CO.

133, 135, 137, 139 West 38th St., New York

Mention "Automobile Topics" when writing

Coming Events

At Home

January 23-28.—Third Annual International Tournament, Ormond - Daytona Beach, Fla.

Feb. 1-3.—Motor Boat Races, Palm Beach.

Feb. 8.—First annual Cuban Automobile and Floral Carnival.

Show Dates

New York Automobile Show, January 14 to 21.

Importers' Automobile Salon, New York, January 11 to 24.

Philadelphia Automobile Show, January 23 to 28.

Chicago Automobile Show, February 4 to 11.

Detroit Automobile Show, February 13 to 18.

Cleveland Automobile Show, Feb. 20 to 25.

Boston Automobile Show, March 4 to 18.

Boston Importers' Salon, March 13 to 18.

Washington Automobile Show, March 27 to April 5.

Toronto Automobile Show, February 27 to March 4.

National Motor Boat and Sportsman's Show, February 21 to March 9.

Abroad

January 14-24.—Brussels Automobile Salon.

January 27 to February 9.—Crystal Palace Automobile Exhibition.

February 4-19.—Berlin Automobile Salon.

February 10-18.—Olympia Automobile Exhibition.

March 15.—Copenhagen Automobile Exhibition.

March 18-25.—Agricultural Hall Exhibition.

March 20.—Tour de France.

April 2-16.—Monaco Meeting.

April (late).—Mediterranean Cup Race.

June (early).—Kiel fortnight.

July 15.—Motor Boat Contest from Calais to London.

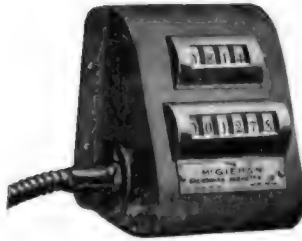
July (late).—Ostend Week: Motor Boat Races.

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McGiehan Dashboard Odometers



Model "A"

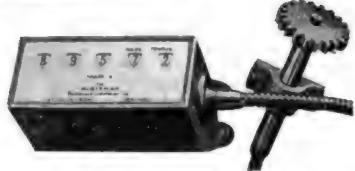
Accurately records the trip (reset at will) and total mileage traveled.

Price, complete with fixtures, adapted for any style Car, \$35.00.

Model "B"

Records Total Mileage.

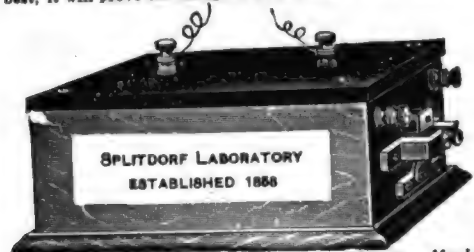
Price, complete with fixtures, adapted for any style Car, \$20.00.



McGiehan Odometers have stood the test of time and have been proven absolutely accurate and reliable. Specify one on your car; thereby obtaining the best.

New Catalogue, containing full particulars, upon request.
EXHIBITORS, New York and Chicago shows.
McGiehan Odometer and Mfg. Co., 187 West 23d Street, NEW YORK
 The Lozier Motor Co., New York Exclusive European Agents

SPLITDORF COIL The Standard Automobile Sparker. Has stood the test of time. Adopted by all first-class manufacturers. Perfect insulation has placed the Splitdorf Coil where it is to-day. Accept no cheap imitations. Splitdorf Coils are wound with pure silk covered wire. Get the best; it will prove the cheapest in the end.



C.F. SPLITDORF, 19-27 Vandewater St., New York

QUINBY
AUTOMOBILE-BODY
 DEPARTMENT
1534 BROADWAY, N. Y.
 EMERSON BROOKS, MANAGER.

PHONE, 9230-35TH ST.

GRAY & DAVIS
HIGH GRADE LAMPS.
 AMESBURY, MASS.

Mention "Automobile Topics" when writing



**LACOSTE
COILS**

are in greater
demand than ever

Place your orders now to insure delivery

Lacoste Commutators, Electric Cable
Everything for electrical ignition

LEON RUBAY

140 W. 38th St. New York

WHOLESALE **EVERYTHING FOR THE** RETAIL
AUTOMOBILE



Yankee Quick Chain Repairer
Price, 75c.


Easy to put a new link in
your chain with this tool.

We manufacture the celebrated **Yankee Mica Spark Plug**
Compression End, \$1.50 each. Open End, \$1.00 each.
Thousands in use and no complaint. Guaranteed 90 days.
Foot Bellows for Horn \$3.00
Yankee Cutout Switches 1.50
Terminal Connections90c. doz.
Jobbers and Catalog Houses furnished Cuts free of charge.
Discounts to the trade.

E. J. WILLIS CO., 5 Park Place, New York

POSITIVE TRACTION

No fear of Snow, Mud, Ice or Sand if you have our
Grips at hand.



Outshows section of
Grip which comes in
contact with tread,
being a smooth,
close, round chain.

Send for Descriptive Booklet "A."

WEED CHAIN TIRE GRIP CO., 28 Moore St., New York, N.Y.

Classified Advertisements

Advertisements under this heading will be charged at the
rate of 5 cents per word for the first insertion, and 3 cents per
word for each subsequent insertion, cash to accompany order.

WANTED—Chauffeur. Licensed mechanic.
wants situation, Fontan, care AUTOMOBILE TOPICS.

FOR SALE—Crestmobile, at a bargain. first-
class condition, run less than 300 miles.
Reason for selling, want heavy touring car.
William L. Browne, Electrical Contractor, Wor-
cester, Mass.

WANTED—Catalogues of makers of motor
cars and automobiles; also of spare parts.
Address Senor Dalmiro Varela, Presidente Auto-
mobile Club Argentino, Avenida Aylar, Buenos
Aires.

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Peerless Automobile Jacks

A model of simplicity, durability and strength. Raise by working handle below center; lower by working handle above center. Works at any angle.

First Order Sent on Approval

	Height	Rise	Weight	Price
No. 15—For vehicles of 1½ tons.....	10-in.	7-in.	4½-lbs.	\$2.50
No. 16—For vehicles of 2 tons.....	11-in.	6-in.	07-lbs.	3.00
No. 18—For vehicles of 3 tons.....	13-in.	8-in.	09-lbs.	4.00
No. 21—For vehicles of 10 tons.....	13½-in.	7-in.	21-lbs.	6.00
No. 23—For vehicles of 10 tons.....	17½-in.	11-in.	28-lbs.	8.00

See our Exhibits at New York and Chicago Shows

OLIVER MFG. CO., 206 S. Desplaines St., Chicago



No. 15



No. 18, 18, 21, 23

To Raise, work handle below center. To Lower, work handle above center, or reverse side and work below center.

AMERICAN AND FOREIGN SECOND-HAND AUTOMOBILES

GASOLINE

ELECTRIC

We can supply all types and manufactures.

SPECIAL BARGAINS—

Electric Brougham (Columbia) -	\$2,700	Columbia Runabout 1904 -	\$725
Electric Straight-Front Brougham -	2,000	Columbia Gasolene Touring Car, 24	
Electric Extension-Front Brougham -	2,200	H.P., 4-cyl. -	2,400
Electric Victoria (Columbia) -	950	Locomobile, 2-cyl. -	1,200
Electric Victoria (Columbia) -	750	Fope-Toledo, 1904, 4-cyl., top, etc. -	2,800
Waverley Electric Runabout, new batteries	475	Cadillac Runabout -	375

ANSONIA MOTOR CAR COMPANY

BROADWAY, AT SIXTY-SIXTH STREET, NEW YORK

Send for Circular No. 8

If you are going to build automobiles you will want this circular. It describes our Axles, Change Gears, Cone Clutches, Mufflers, Steering Gears and other standard parts. All of these parts have been designed with unusual care. They are suitable for cars of all classes.

FEDERAL MANUFACTURING COMPANY, ELYRIA, OHIO

Selling Agent: HAYDEN EAMES, American Trust Building, Cleveland

NEW YORK SHOW, Section D, Concert Hall
CHICAGO SHOW, Gallery Spaces, 241, 242, 243, 244

Mention "Automobile Topics" when writing

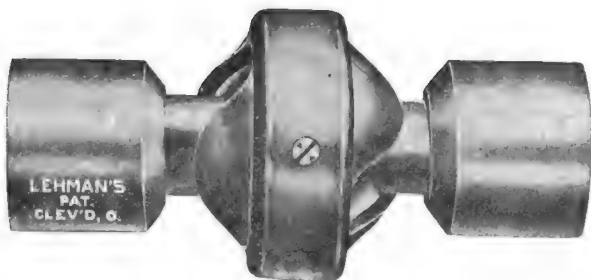
The Finest Exhibit of
AUTOMOBILE SUPPLIES

AT THE
 Madison Square Garden Show

**Hussey Drop Forge and
 Manufacturing Company**

SEE US IN SPACE 46, FIRST TIER BOXES

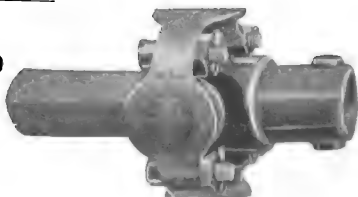
TILTING AND SOLID STEERING WHEELS, TANKS, RADIATORS,
 CIRCULATING PUMPS, TIRE PUMPS, DRAIN COCKS, VALVES,
 LUBRICATORS, UNIVERSAL JOINTS AND A COMPLETE LINE OF
 SUPPLIES



Tell us your needs, send us specifications, and we will give you estimate

**HUSSEY DROP FORGE AND
 MANUFACTURING CO.**

Axtel St., Cleveland, Ohio



Mention "Automobile Topics" when writing

Important Announcement!

THE INTERNATIONAL MOTOR CAR SUPPLY CO.

On and after March 15, the above named company will be located at NO. 1 WEST 34th STREET, NEW YORK, and will handle all

MOTOR CAR SUPPLIES

both imported and domestic. Here will be found a full supply of

Continental Tires

Michelin Tires

Non-Skidding Devices

Lamps, Horns, Motor Clothing and Automobile Accessories, as well as Electrical Supplies of all kinds. If you need supplies call and see us.

International Motor Car Supply Co.

PAUL L. SNUTSEL, Manager

1 West 34th Street, NEW YORK

Paris.

London

Berlin

Mention "Automobile Topics" when writing

The MESINGER

Patented

Non-Skidding and Puncture-Proof Tire

This Protector will be exhibited at the New York Automobile Show, Spaces 24 and 26, Second Tier Boxes.

Protector is dust-proof and does not creep. Can be attached to any old or new pneumatic without affecting the resiliency of the tire.

Our New Racing Tire Protector has been successfully tested, and will be shown for the first time at the New York Automobile Show.

There are many so-called protectors on the market, but there is only one possessing merit of great practical value. It is the

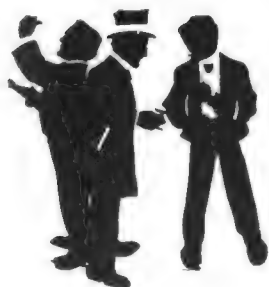
MESINGER

Price List Upon Application

H. & F. Mesinger Mfg. Co. 1801-1807 First Ave.
N. Y. CITY.

AGENTS { Bryte & Coates, 306 McAllister St., San Francisco, Cal.
C. K. Anderson, 116 Lake Street, Chicago, Ill.
D. M. Dunn, 143 Federal Street, Boston, Mass.

Detachable Protector. Patented



POMMERY

The Standard for

CHAMPAGNE

QUALITY

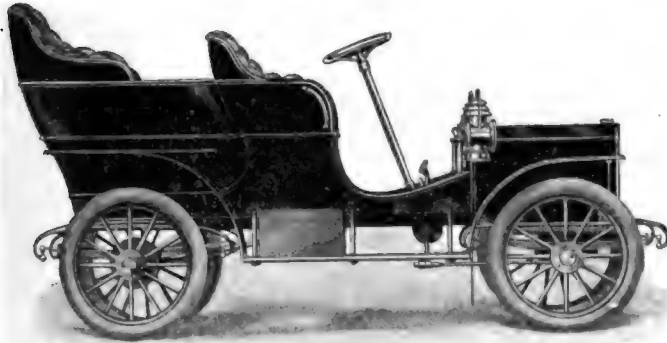
The World Over

THE BEST WINE THAT MONEY, CARE
AND EXPERIENCE CAN PRODUCE.

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NORTHERN



17 H. P.

Touring Car

Limousine, \$2,500
 Side Entrance, 1,700
 Rear Entrance, 1,600
 Front Seats
 Only, 1,500
 7 h.p. Runabout, 650
IMMEDIATE DELIVERY.

The First Car at the Madison Square Garden Show

PETER FOGARTY, Agent, 142 W. 38th St., N.Y.

Notice To The Trade

We have entered suit against the United States Agency of the MICHELIN TIRE CO. for infringement of G & J patents, and the trade is warned against the purchase of such tires.

The following manufacturers are licensed under G & J patents:

HARTFORD RUBBER WORKS CO.
 THE B. F. GOODRICH CO.
 DIAMOND RUBBER CO.
 MORGAN & WRIGHT
 FISK RUBBER CO.

CONTINENTAL CAOUTCHOUC CO.
 GOODYEAR TIRE & RUBBER CO.
 INTERNATIONAL AUTO. & VEHICLE
 TIRE CO.
 INDIA RUBBER CO.

G & J TIRE CO.

Main Office and Factory, INDIANAPOLIS, IND.

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The First Issue of
AUTOMOBILE TOPICS
DAILY

FOR 1905 WILL APPEAR ON

Monday Morning, January 16

With a complete illustrated story of the opening of the Automobile Show at the Madison Square Garden and all of the special features which make it the most novel automobile publication ever issued.

You will find Automobile Topics Daily on all news-stands every morning during show week at

5 CENTS PER COPY

Send 25 Cents for entire week's subscription to

AUTOMOBILE TOPICS

1440 BROADWAY, NEW YORK

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**POWER
LIGHT WEIGHT
ENDURANCE
RELIABILITY**

ALL PROVEN by the longest continuous trip on record—6,000 miles. Some cars have power, but no endurance; others have the endurance, but no power. The

PATHFINDER ELMORE

has both.

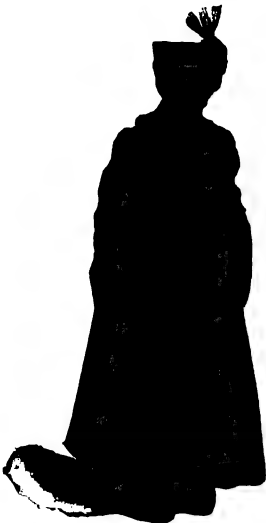


Get right down to facts and acknowledge that no automobile in the world has proven the above claims to the same extent as has the **ELMORE**. Read the opinions of over thirty users in the hottest competitive point in the United States. If you are still unsatisfied, don't rest until you have examined it yourself.

Send at once for literature—Catalogue; "Cruise of the Pathfinder (Illustrated); Mechanical Description, by Hugh Dolner, M. E.; "What Others Say." All free or with 10 x 12 Photograph of the Pathfinder, 10c. in stamps.

ELMORE MFG. COMPANY, Clyde, Ohio

Members of Association of Licensed Automobile Manufacturers.



HIGHEST GRADE OF
Automobile Garments

(FOR LADIES AND GENTLEMEN)

Of Every Description

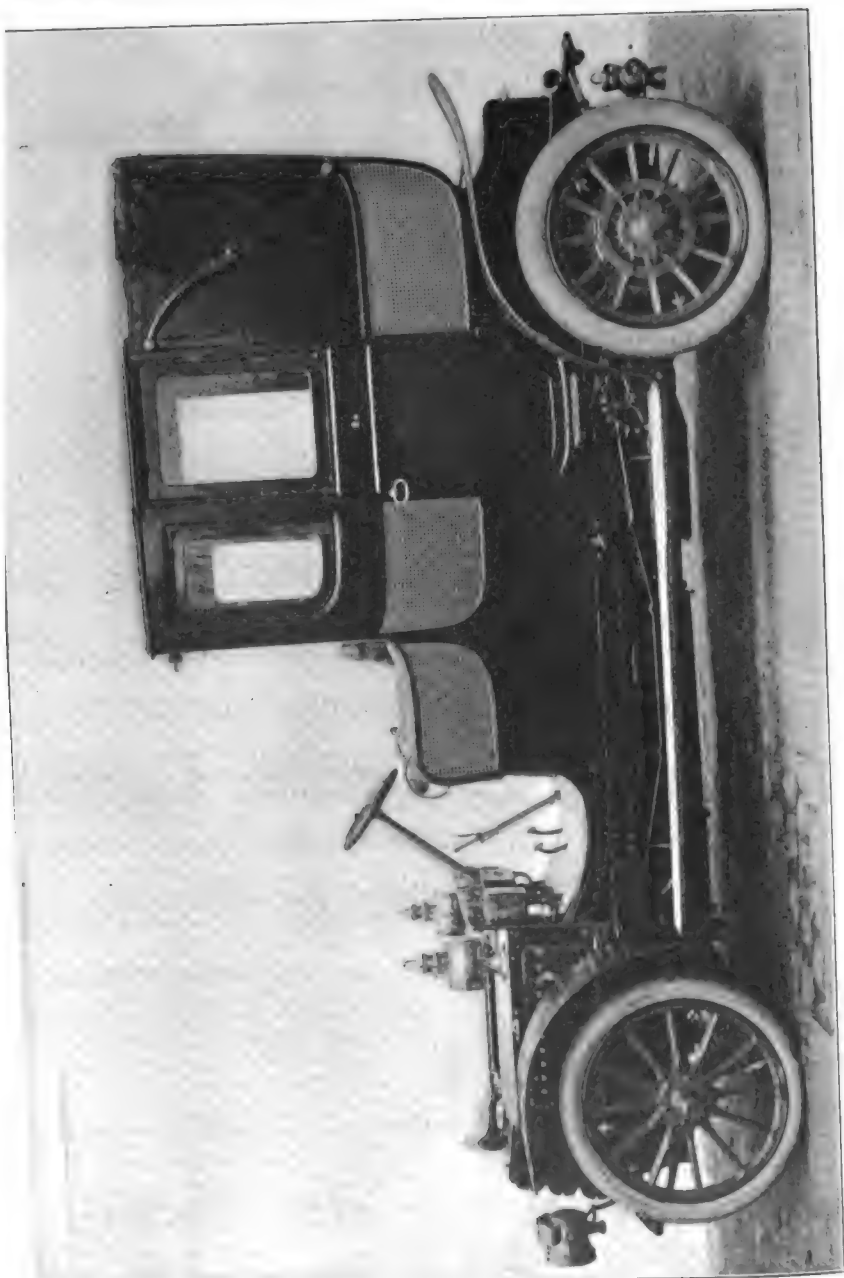
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De Dietrich at Both Shows

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SEE THE

Winner Gaicwar Cup

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ESPECIALLY BUILT FOR
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BOOK YOUR ORDERS AT THE SHOWS

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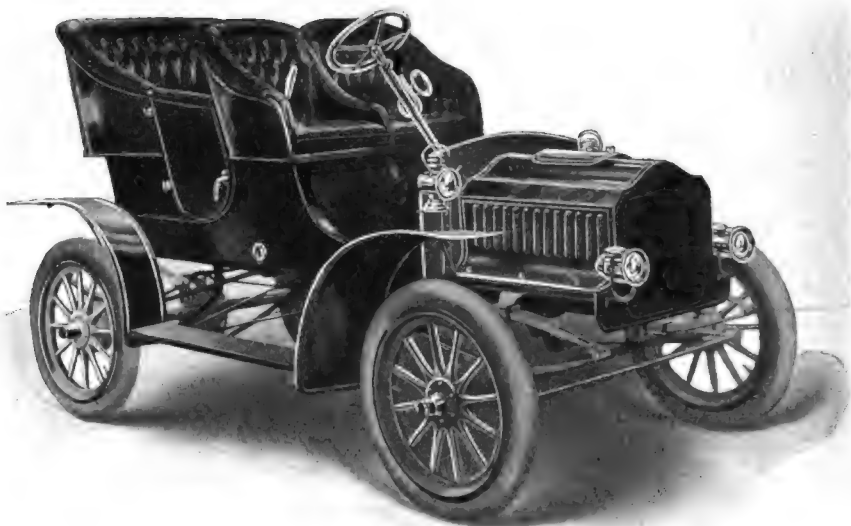
AMERICAN DE DIETRICH
MOTOR CAR CO.

1 WEST 34th STREET, NEW YORK

Telephone 974 38th
975

R. E. JARRIGE,
Treas. & Gen. Man.

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FORD MODEL "F"

Model "F" has behind it the prestige of "Ford Success." It is designed for Automobile users who want a practical and useful touring car at a price which makes such a vehicle a profitable investment, rather than an expensive luxury. For actual reliability, attractive style and economy of maintenance the Ford model "F" is easily ahead of any two-cylinder car made.

SPECIFICATIONS OF MODEL "F"

Price—\$1,200.00
 Weight—1,400 lbs.
 Motor—Ford two-cylinder horizontal opposed.
 Wheel Base—84 inches.
 Tread—Standard wagon.
 Wheels—30 inches.
 Tires— $3\frac{1}{2}$ double tube optional.
 Maximum Speed—35 miles an hour.

Capacity Gasolene Tank—9 gallons.
 Capacity Oil Reservoir—3 pints.
 Cooling Water Capacity—4 gallons.
 Color—Rich dark green, yellow running gear.
 Upholstering—Black, of best leather, handsomely tufted.
 Equipment—2 side oil lamps, post horn and necessary tools.

We want our friends, critics and competitors to examine this car. Full information about all our 1905 cars is given in our new catalogue. Send for it to-day and get posted on the most advanced types of American Automobile construction.

FORD MOTOR COMPANY

DETROIT, MICHIGAN

Canadian Trade Supplied by Ford Motor Co. of Canada, Ltd., Walkerville, Ont.

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The Stars of the Show

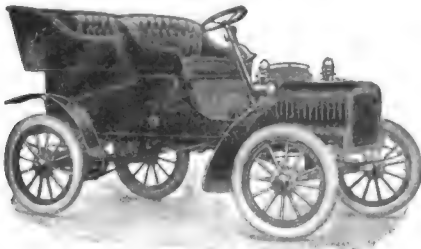
Again the *Ford Cars* held the "center of the stage" at the New York show. Experienced motorists were enthusiastic in praise of Henry Ford's advanced ideas and the universal query "what has Ford this year" emphasized the fact that the Automobile world looks to Henry Ford for the ultimate perfection of motor driven vehicles.

For 1905 we have the **FORD MODEL "B"** with a four-cylinder (vertical) engine, extra long wheel base, side entrance tonneau, direct drive, and an absolutely new and original idea in driving construction. Weight is 1700 lbs., and as the engine develops more than 20 H. P., it gives the car more power for its weight than any Automobile of similar type.

The Ford driving frame is such an evident advance in construction that everyone interested ought to have our new catalogue describing this wonderful Ford invention. Price of Model "B" \$2000.



FORD MODEL B. PRICE \$2000



FORD MODEL C. PRICE \$950

The **FORD MODEL "C"** has a 10 H. P., double opposed motor with the successful Ford planetary transmission, a lengthened wheel base and perfect distribution of weight, making it the most practical car on the market for business or professional men or for ordinary family use. The price of Model "C" is \$950, with detachable tonneau, so the car can be used as a runabout if desired.

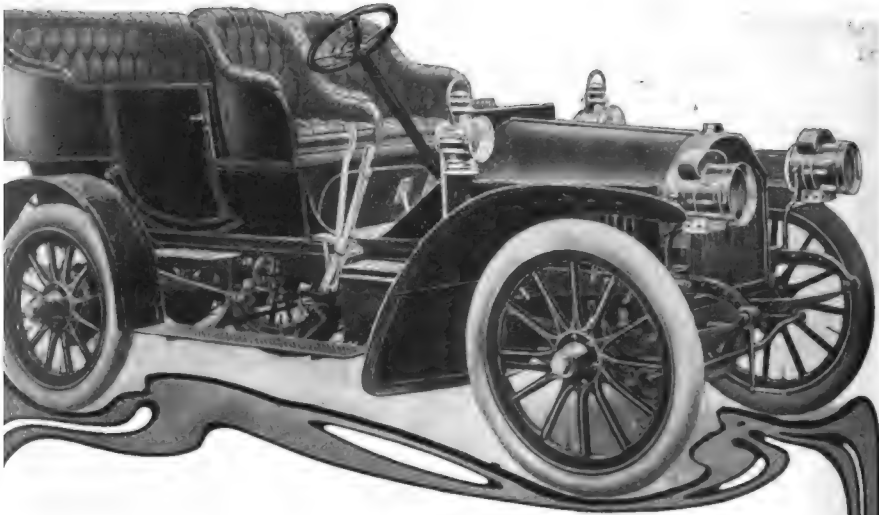
Economy of maintenance, always a feature of the Ford cars, is further guaranteed in the 1905 Models, by light, strong construction and mechanical simplicity and excellence.

Catalogue sent on request.

Ford Motor Co., Detroit, Mich.

Canadian Trade supplied by Ford Motor Co. of Canada, Ltd., Walkerville, Ont.

Mention "Automobile Topics" when writing



Peerless

Direct Drive Touring Cars

Combine Elegance, Simplicity, Speed and Dependability. Elegantly finished in every detail, run smoothly and silently and are instantly responsive to control.

Motors of exactly the same construction as those in the famous Peerless "Green Dragon" racing car driven by Barney Oldfield.

Four forward speeds on all models. The enclosed bevel gear drive transmits full power of the engine direct to the wheels without loss.

Prices for 1905

24 H. P. \$3200	35 H. P. \$4000	Limousine \$4000
30 H. P. 3700	60 H. P. 6000	(five passengers inside)

Our 1905 Catalogue

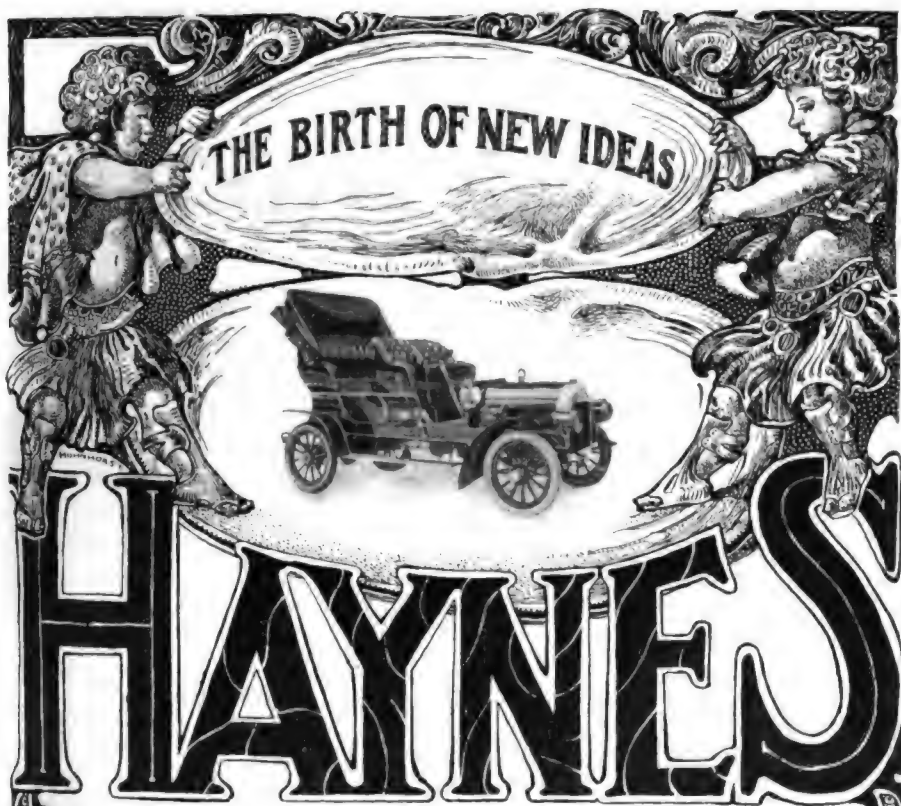
with Detailed Description of all Models Mailed Free.

The Peerless Motor Car Company

108 Lisbon St., Cleveland, O.

Member Association Licensed Automobile Manufacturers.

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THE Birth of New Ideas has made the "Haynes" the year's Perfection of Automobile Construction.

Minimum of noise is guaranteed—the conception of a new silent Roller Gear Shaft Drive making this guarantee possible for the first time in the history of Automobiles.

Three new models are presented—a two-passenger Touring Car, a four-passenger Light Tonneau, and a Four-Cylinder Car embodying all the finest and most luxurious features devisable.

Our Catalogue gives full descriptions—you should get it.

- | | | |
|----------------|--|----------------|
| MODEL K | 35-40 H.P. 4-cylinder (vertical in front). Almost noiseless engine. Has a new and decidedly effective silent Roller Gear Shaft Drive. Roller Bearings throughout. 108-inch wheel base, 34-inch wheels, 4½-inch tires. Double Side Entrance Tonneau. | \$3,000 |
| MODEL M | 16-18 H.P. 2-cylinder (opposed). Four-passenger Convertible double side entrance Tonneau. Runs as quietly as an Electric. 81-inch wheel base, 32-inch wheels, 3½-inch tires. | 1,500 |
| MODEL L | 15-18 H.P. 2-cylinder (opposed). Two-passenger Touring Car. Adjustable Roller Bearing Engine (the only one of its kind in the world) Chain Drive, positive force feed Oilier. Roller Bearings throughout. 81-inch wheel base, 32-inch wheels, 3½-inch tires. | 1,350 |

REGULAR "HAYNES" THREE SPEEDS FORWARD AND REVERSE, CONTROLLED BY ONE LEVER
USED IN ALL MODELS

THE HAYNES-APPERSON CO., Kokomo, Ind.

NEW YORK BRANCH, 1713 Broadway

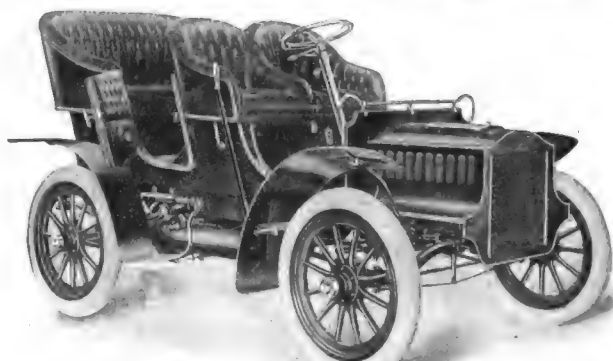
Member A. L. A. M.

CHICAGO BRANCH, 1420 Michigan Ave.

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Our New Car

will be a worthy member of the Cadillac family. Much time and thought have been spent upon it, and we are satisfied that it embodies the most advanced ideas in automobile design. The power plant consists of vertical four-cylinder motor of thirty **ACTUAL** horse-power, having individual cylinders with copper water-jackets. Our automatic mixing valve delivers an absolutely



uniform quality of mixture to all four cylinders. Motor speed is controlled by a most effective hydraulic governor. All parts of the motor receive, automatically, positive and sufficient lubrication. Motor and transmission are coupled, a duplex

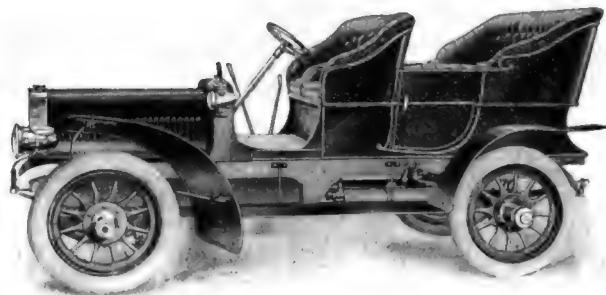
disk clutch engaging gradually, without shock, and holding firmly. The transmission is of the sliding-gear type, giving three speeds forward and reverse. Gears mesh easily and without noise, and are cut from forged steel blanks. All four speeds are handled by one lever. Car has bevel gear drive to live rear axle. Body is a roomy tonneau of the side

CADILLAC AUTOMOBILE CO.,

Member of Association of Licensed Automobile

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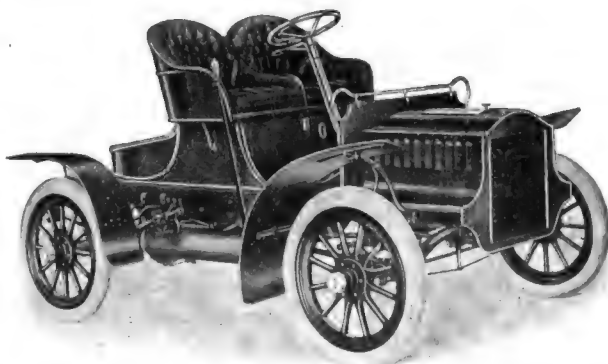
entrance type, of either wood or aluminum, luxuriously upholstered. The dash is of aluminum, and is hollow, containing gasoline and oil tanks. Price of this car is \$2,800 with wood body. Aluminum body extra.



For 1905

we shall continue to build the smaller cars of the detachable tonneau type, similar to our last season's product. Also a new ten horse power light touring car with non-detachable tonneau, side door entrance, and a ten horse power light runabout. Our full line of cars made their yearly bow to the public at the Madison Square Garden Automobile Show, New York.

You are hereby cordially invited to inspect them.



Cetroit, Mich.

Manufacturers

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Locomobile

Gasolene Touring Car

"Easily the Best Built Car in America."



Write for Full Information Regarding Our 1905 Product.

All Models are of the Four-cylinder type with
Side Entrance Tonneaus.

Prices \$2,800 to \$8,000

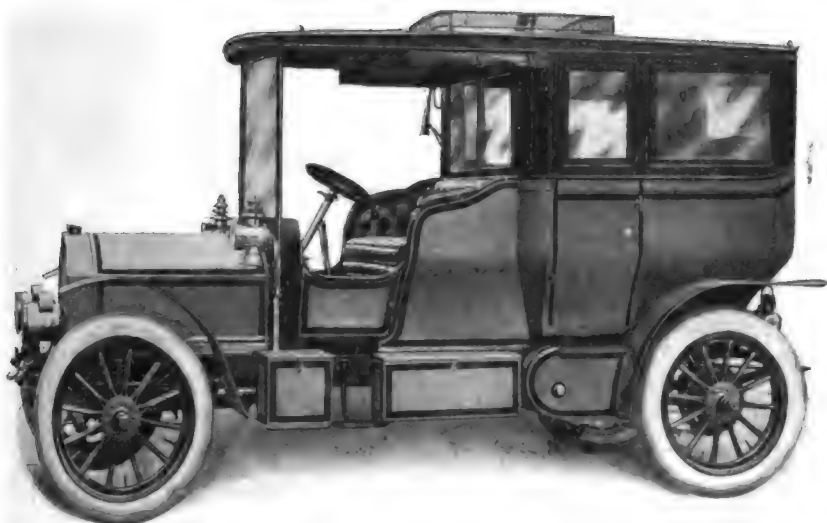
The Locomobile Company of America, Bridgeport, Conn.

Member Association of Licensed Automobile Manufacturers

NEW YORK—Broadway, corner of 76th St. } BRANCHES { CHICAGO—No. 1384 Michigan Avenue
PHILADELPHIA—No. 249 N. Broad St. } { BOSTON—No. 15 Berkeley St.

Mention "Automobile Topics" when writing

APPERSON



50 H.P. CAR WITH LIMOUSINE BODY

24-40-50 HORSE POWER CARS

LIMOUSINE BODIES

SIDE-DOOR BODIES

We do not turn out thousands of cars of the hand-me-down type, but

**WE MAKE A FEW GOOD CARS FOR THOSE WHO
WANT THE BEST**

Our cars are carefully made by highly-skilled Mechanics who have been with us for many years
OUR CATALOGUE, which is now being distributed, TELLS YOU HOW THEY ARE MADE

The Oldest Makers in America. The Best Cars in the World

APPERSON BROS. AUTOMOBILE CO.

KOKOMO, INDIANA

BRANCHES: 66 West 43d St., New York; 43 Columbus Ave., Boston; 394 Wabash Ave., Chicago

Members Association Licensed Automobile Manufacturers

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THE LOZIER MOTOR CAR—80-85 H. P.

Correctly designed and ably constructed, handsomely finished and fitted throughout. "The Lozier Motor Car," with quiet and smooth running motor, perfect control and absolute dependability, puts assurance in the hands of its operator and content in its passengers' hearts. Like every other Lozier

LOZIER

product, it is strictly high grade. The four cylinder vertical type Lozier motor is a guarantee of excellence in itself. Ignition, high tension magneto. Tonneau, double side entrance, 5 to 7 passengers. Wheel base, 115½". Wheels, 36". Price, \$5,000 upward, according to style of body. Send for catalogue.

MOTOR BOAT AGENTS are requested to write for our Motor Boat discounts

THE LOZIER MOTOR CO., New York City, 1 Broadway, Suite 5.

Mention "Automobile Topics" when writing

The **INCOMPARABLE** WHITE

THE CAR FOR SERVICE



Concerning the 1905 White.

THE conservative English authority, the *Automotor Journal*, in a recent issue said:

"The new car is, in our opinion, quite as far superior to the 10 H. P. model as that model was to its prototype." * * *

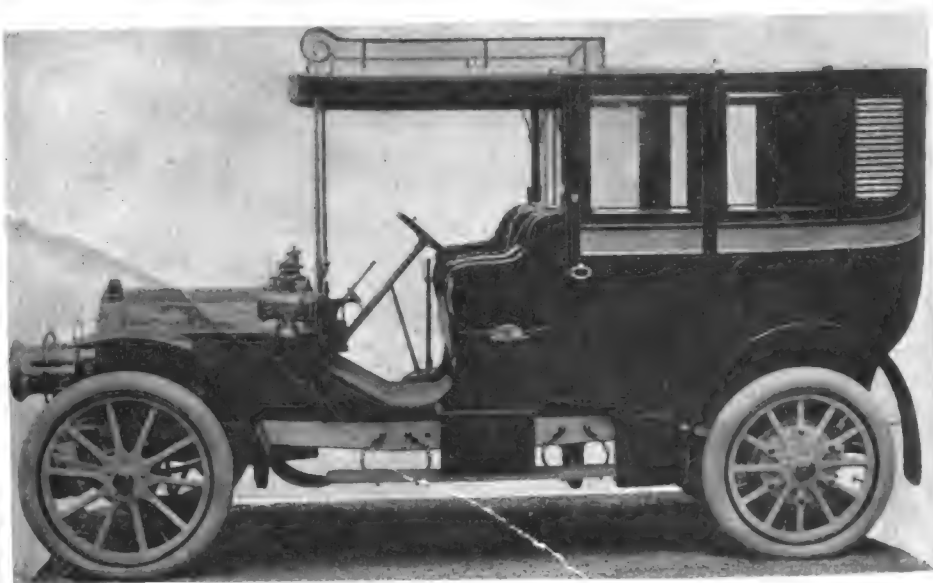
"Silent as have been the earlier models, yet this 15 H. P. car is even more completely so; small as has been their water consumption, yet the efficiency now attained in this respect is even more remarkable; and easy as they always have been to marage, yet the control of this larger model is easier than ever."

597418

WHITE SEWING MACHINE COMPANY CLEVELAND OHIO

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THE MARTINI



20-24 H. P.

30-40 H. P.

MOST COMPACT AND SIMPLE MOTOR MADE
 LOCKING DEVICE ON DIFFERENTIAL SHAFT PERMITS CAR TO BE
 RUN BY ONE CHAIN. TWO DIFFERENTIAL SHAFT BRAKES.
 INDIVIDUAL CUT-OFF SWITCH TO MAGNETO. CYLIN-
 DER OIL AND CARBURETOR HEATED BY
 EXHAUST. GASOLINE FED BY AIR
 PRESSURE. POSITIVE ACTION
 AIR PUMP.

Permit us to send you a catalogue, giving full description of the really wonderful mountain climbing performances and official endurance runs of THE MARTINI. Write to-day.

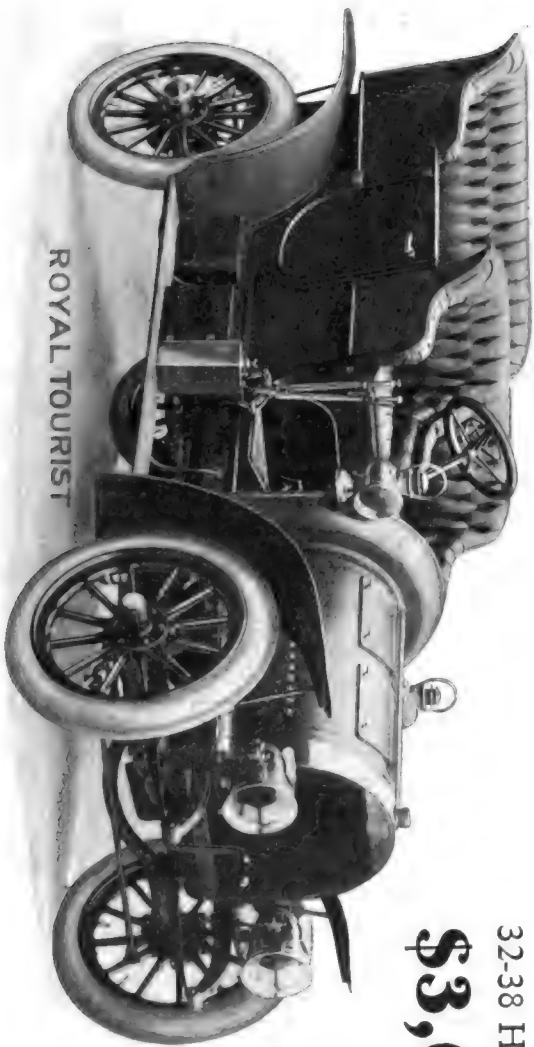
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Sole Agents for Martini in United States and Canada.
 239 W. 50th St., New York.

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THE ROYAL TOURIST

"TRUE BLUE"



ROYAL TOURIST

MODEL F

32-38 H. P. 2,500 Lbs.
\$3,000.00

Its Equal Has
 Never Been Pro-
 duced Before

N. Y. SHOW
 Section M

CHICAGO SHOW
 Stands 33, 34, 35

Write Dept. 4
 For Full Details

THE ROYAL MOTOR CAR CO., Cleveland, Ohio

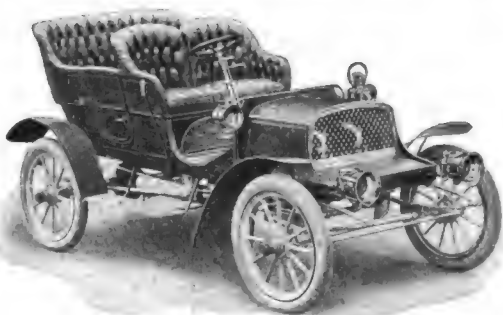
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 182 Columbus Ave., Boston

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PREMIER



AIR-COOLED

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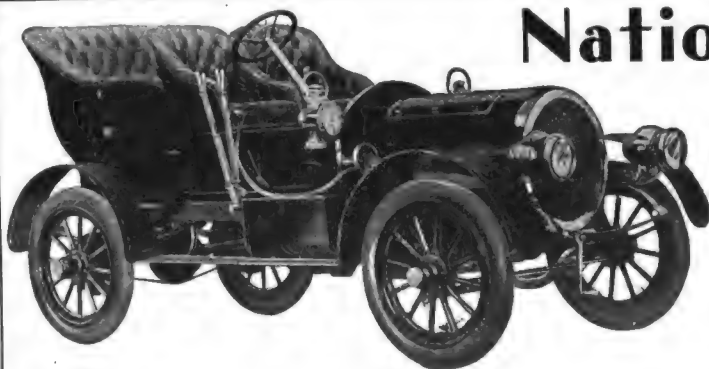
One of the Popular
Attractions at the
New York Show

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(The Air-Cooled Has No Season)

Don't fail to see The Quality Car at Chicago Show, spaces 120 & 121

PREMIER MOTOR MFG. CO. Indianapolis, Ind.



National Model "C"

"Goes the Route"

With NATIONALS You
Lead - - Others Follow

Four cylinder 44 x 6 vertical.
Bevel gear drive.
Double ball bearing slide gear
transmission—direction high.
Hardened steel gears.
Gear driven commutator.
Rear wheels revolve on double
ball bearings on outside axle
tube.
All weight taken off inner axle
and differential.
Spherical drive case.
Internal expanding metal to
metal brakes.
Pressed steel frame. Long
wheel base. Engine and trans-
mission on sub frame. Double
steering connections.

National, Model C

Side entrances to detachable tonneau. Divided front. Five passengers. New round radiator. Oval hood. Dynamo, storage battery and dry cells.
Five lamps and gas generator. Horn and Storm apron. Tires, 34 x 4. Positive lubrication.
Luxuriously upholstered in leather.

PRICE, \$2,500.00

THE BEST TOURING CAR AGENCY IN AMERICA FOR 1905

NATIONAL MOTOR VEHICLE CO.

1008 E. Twenty-Second St., INDIANAPOLIS, IND.

WRITE NOW

NEW YORK SHOW, SPACE Q



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"STEVENS-DURYEA"

**NEW 20 HORSE POWER
FOUR CYLINDER TOURING CAR**



SALIENT FEATURES

Aluminum Body
Side Entrance Tonneau
Capacity, 5 persons
Pressed Steel Frame
Three Speeds and Reverse
Three Brakes
Four Individual Cylinders
Bevel Gear Drive
Water Cooling
STANDARD Equipment
Weight, 1650 lbs.

Price, \$2,500.00

SEND FOR DESCRIPTIVE
MATTER
ASK YOUR AGENT

J. STEVENS ARMS & TOOL CO.

685 Main Street

Members Association Licensed Automobile Manufacturers.

CHICOPEE FALLS, MASS.

The "Maxwell"

To you, who are in the market for a moderate priced automobile, the "Maxwell" should appeal. It is the thoroughly thought out answer to your demand for an absolutely reliable car at a price within your means.

Its marked simplicity in every detail and the small number of its parts are sure to make it the favorite car of the average American automobilist. Already it has become known as the car in which "there is nothing to do but ride."

Touring Car
New Price
\$1,400

The "Maxwell" cars have no pump (thermo-syphon). Their double opposed motor shaft drive is in front under the hood and easily accessible in every part. Bevel Gear Drive. Metal Bodies. Transmission Case and Crank Shaft cast in one piece of Aluminum. "Simply perfect and perfectly simple."

Tourabout
New Price
\$750

MAXWELL-BRISCOE

MOTOR CO.

TA RYTOWN,

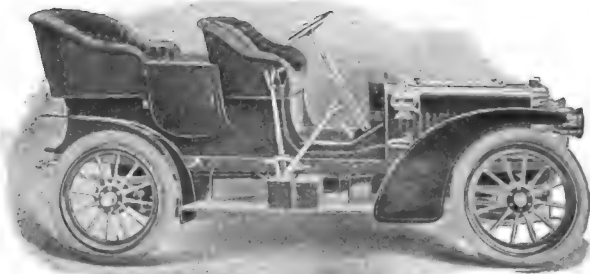
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Wayne Model B

A 4-Cylinder 24-28 H. P. Touring Car for \$2,000.00



Every feature of excellence found in the highest price 4-cylinder cars at about half the cost. Sliding gear transmission, direct drive, 102-inch wheel base, weight only 1550 lbs., side entrance tonneau, and fewer moving parts than any 4-cylinder car made.

MODEL C—Double opposed motor, 16 H.P.; side entrance tonneau; wheel base, 90 inches. Price, \$1,250.00.

MODEL A—Same as Model "C" except that the tonneau is detachable, enabling this car to take the place of a runabout. Price, \$1,200.00.

CHICAGO SHOW, SPACES 107-108
Catalog and full particulars of all cars sent on request.

Our Agency proposition is perhaps the most attractive in America

Wayne Automobile Co., Dept. S, Detroit, Mich.

NEW YORK AGENCY—Wayne Auto. Agency; 308-310 West 50th Street.

CHICAGO AGENCY—McDuffee Auto. Co., 1440 Michigan Avenue.

BOSTON AGENCY—Walter C. Masters, 14 and 16 Columbus Avenue.

MILWAUKEE AGENCY—The Milwaukee Auto. Supply and Engine Co., 706 Winnebago Street.

THE "CLEVELAND"

A HIGH-GRADE, LIGHT-WEIGHT, TOURING CAR



18 H. P. FOUR CYLINDER VERTICAL ENGINE. MODEL C, PRICE \$2,800

Features:

91-inch wheel base; pressed steel frame; aluminum underbonnet; spark and throttle control on top of steering wheel; three speed transmission with direct drive on high speed; mechanically actuated inlet and exhaust valves; jump spark ignition; side door entrance.

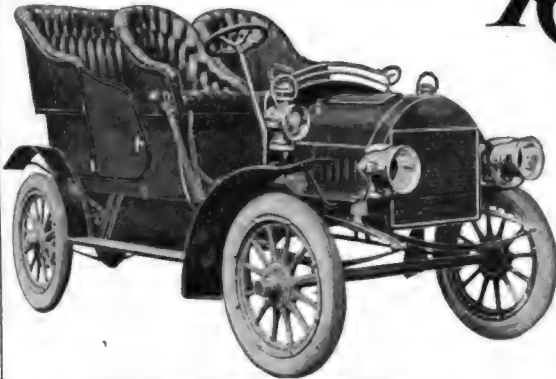
We are establishing Agencies. Write for particulars.

CLEVELAND MOTOR CAR CO., Cleveland, Ohio

Chicago Show, Spaces 111 and 112

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If you missed the New York Show, meet us at
Detroit or Chicago.



Reliance DETROIT

16 h. p. (and lots to spare);
weight, 1,750 lbs.; speed,
45 miles (if you
want it); price, **\$1,250**
complete . . .

EASY SELLERS, because people who know Automobiles can see at first glance that the Reliance is a good car, while novices pick the Reliance because it "looks good to them" for the money; in fact, with purchasers of any class it's "the car too good for the price."

Reliance Transmission is the sliding-gear type, "too costly" for other manufacturers. Works the same over all kinds of roads, requiring no attention to keep it adjusted and thoroughly lubricated, something you cannot say of any other car at anything like the money.

"No Noise About It but the Horn."

Simple pedal control, both hands free; all speeds without touching gear levers, giving absolute control on the direct drive in tight places, saving on the nerves. Easy for women to operate; no strength required. Easiest riding car now built at any price. Finest finish and upholstery that can be produced. Smart body with luxurious tonneau for three persons, and comfortable side entrances. Wonderful hill-climber.

We build it all ourselves; we **KNOW** it's right.

One hundred cars ready Feb. 1. We have a system of guaranteeing deliveries. Write now for our special terms.

RELIANCE MOTOR CAR CO., Dept. D., Detroit, Mich., U. S. A.

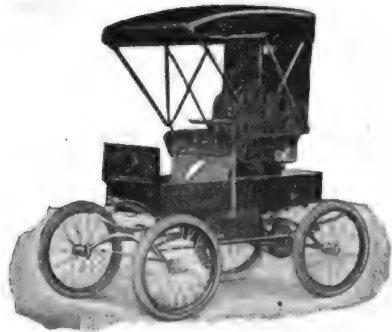
Baker Electric

**CHARACTER
REFINEMENT**

The Simplest to Run

The Safest to Use

The Cheapest to Keep



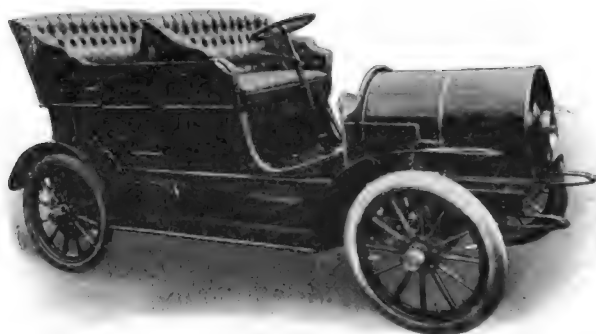
The Baker Imperial

THE BAKER MOTOR VEHICLE CO.

CLEVELAND, OHIO

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No Noise
No Vibration
Will not
freeze in
zero weather



Climb any
Hill. Speedy.
Reliable and
Simple in
Operation

\$1500

THE EXCELLENT GROUT

GROUT BROS. AUTOMOBILE CO.

ORANGE, MASS.—289 Main St.

BOSTON BRANCH—151 Columbus Ave.

PIPE MOTOR CARS

Made in Belgium

The Least Expensive Imported Motor Car Made

PIPE CARS are made in 16 h. p., 24 h. p., 40 h. p., 60 h. p., in all styles of bodies.

PIPE CARS are famed throughout Europe for simplicity and strength of construction.

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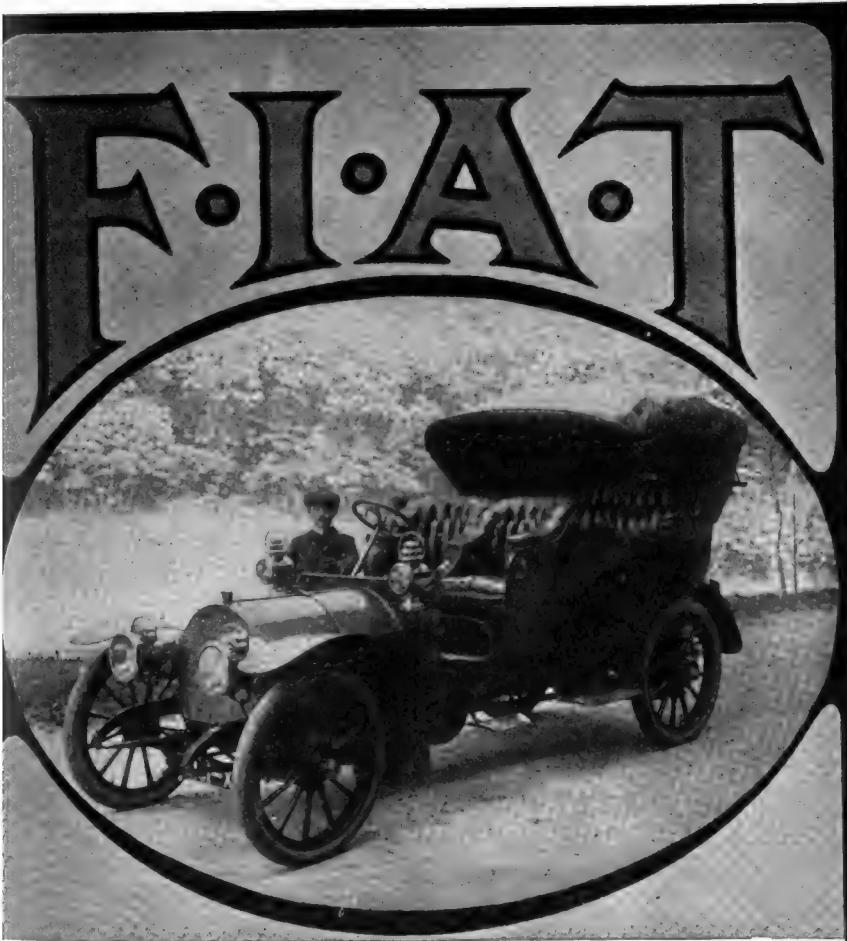
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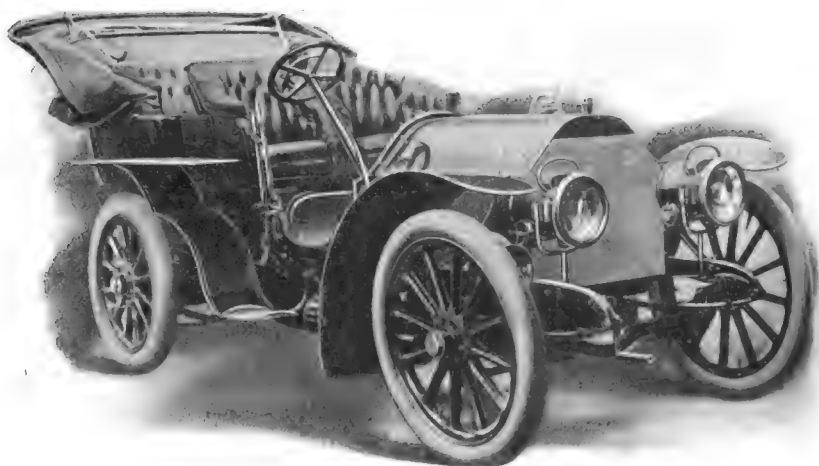
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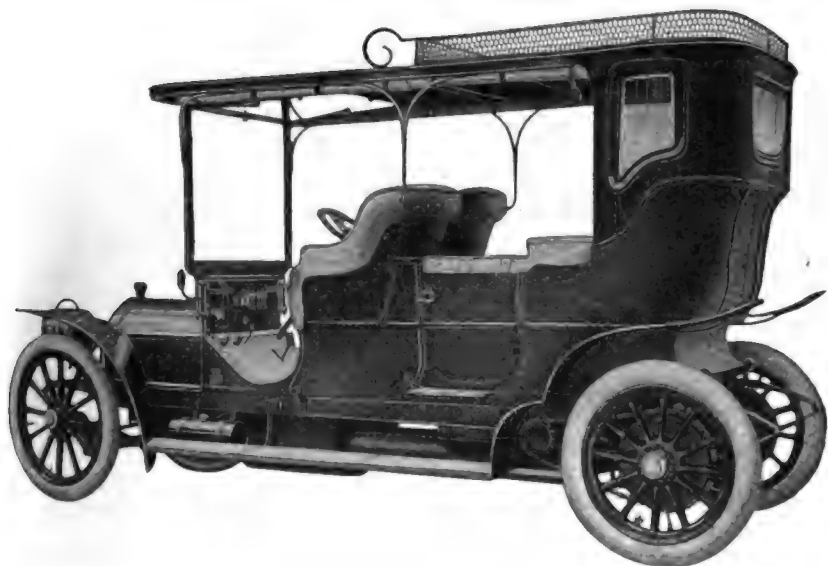
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IT having come to our notice that certain persons in their endeavor to monopolize the business of selling Automobiles in this country, have threatened to commence suits against all persons who may purchase Automobiles from us, on the alleged claim that parts of our machines infringe certain patents, we are prepared to guarantee all persons who may purchase Automobiles from us against all claims that may be made against them by reason of any alleged infringement of any patent.

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Automobile Topics

Illustrated

VOL. IX.

JANUARY 21, 1905.

NO. 15

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MADISON SQUARE GARDEN ON THE OPENING NIGHT

Automobile Topics

Illustrated.

VOL. IX.

JANUARY 21, 1905.

No. 15



ONCE again the show is the thing, and the motor car is king, but just who represents the conscience of the combination, to use up all the words of the famous quotation, is not clearly defined, excepting that conscience might be defined in this combination as being the purse of the buying public. New York never does anything by halves, and in fact during the present show season has

done things by twos. The National Show was big enough so that we might have done things by fours, if necessary, without being under-crowded or attenuated in the attempt.

WELL, at any rate, our shows are useful because the gap between riding seasons is bridged across the "Winter of our discontent," and things are kept upon the move. The shows bring under one roof all the new models and accessories for the coming year, affording ready means of comparison, instructive, even if sometimes odious. The maker and the owner come together, and the latter especially has an opportunity to renew old friendships. The copious reports and illustrations in the trade press certainly arouse renewed expectation in the automobile public and undoubtedly make many new converts.

AUTOMOBILE TOPICS

AUTOMOBILE TOPICS has as usual furnished daily pabulum for the man in the auto and his wife, too, in *Automobile Topics Daily*, which has uniquely been the organ of the show. It has described from day to day all that was in the show, the news of the show, and beyond this printed text has furnished cartoons on current topics, and other pictorial matter, besides the current news of the day. AUTOMOBILE TOPICS could not have done this stunt as an altruistic proposition alone, hence it looked forward to, and was cheerfully supported in its advertising columns by the trade, to say nothing of the circulation returns, for all of which AUTOMOBILE TOPICS returns its most sincere thanks. From now on until the opening of the next show we will pursue the even tenor of our way by publishing AUTOMOBILE TOPICS every week, as usual, the National Weekly of the Industry and Sport.

THE eternal feminine has at last graciously entered the field of automobiledom, not, however, as a passenger in the tonneau, but as a reporter of the show. Surprising to relate, she has not devoted herself to the society and the fashion end of the show, but has gone into statistics and mechanical features of the show. As Professor Ramsey has well said, scientific, technical and mechanical subjects do not need literary embellishment; the facts are wanted, and nothing more. I have been led up to these remarks by looking over our splendid table of the statistics of the show, the only one, which is published on another page of this issue, and which were gathered for us voluntarily by Miss Ethel M. Schwalbach, a charming chauffeuse, of Brooklyn, who comes of a family of pronounced mechanical ability, verifying the old saying that "what is bred in the bone will come out in the flesh." These statistics have been carefully gathered, notwithstanding the fearful crush at the show, and what few errors that may have arisen in them are so negligible as not to affect the general results. We commend them to our readers' careful digestion. Miss Schwalbach here desires to tender to the various attendants at the booths her sincere thanks for their extremely courteous, prompt and intelligent attention to her while engaged in gathering these statistics.

THE fatigues of the two shows produced some peculiar results on the tired and exhausted historians of the *Fourth Estate*. One of them was desirous of interviewing a young Franco-American who bears a historic name. The tired but industrious press man, on entering the booth, saw the name of Mors, Paris, France. Forgetting for a moment the name of the gentleman he wished to see, he called to his aid a memory system of his own by reading the sign. He instantly asked one of the attendants, who was dressed in the conventional blue blouse of the French workman, if Mr. Napoleon was in, that being the nearest approach to the well-known French name the press man could think of aided by the sign. The intelligent workman, looking up with a smile, said: "We are republicans now, hence we have no Napoleon; and I guess you wish to see M. Lafayette." "That's the man I want," said the press man, with a blush, and he blushes every time the story is told.

The Fifth Annual National Show

THE Fifth Annual National Automobile Show, under the combined auspices and patronage of the Automobile Club of America and the National Association of Automobile Manufacturers, opened on Saturday night last, as announced, without any unusual flourish, save for the preliminary press announcements, and without any formal ceremony. Indeed, no formal opening was necessary. The public opened the show and packed the aisles in such a decisive manner that any other form of opening by invitation or otherwise would have been undecisive.

On the main floor were all of the old familiar names and a few of the new ones. The basement, dignified by the name Exhibition Hall, was also crowded with new models, as was the restaurant, the concert hall, the balconies and galleries being devoted to the parts and accessories, as usual.

The first night's attendance, while, of course, as usual, largely complimentary, was very attractive, not only on account of the size of the crowd, but the quality of the audience. Handsomely gowned women and their escorts in evening dress were found in every car and booth. The band, as usual, although vociferous to those in its vicinage, was good and patriotic.

The least said about the decorations, the better for all concerned. If ever a superb collection of automobiles was badly housed it was this Fifth National Show. So much has been said heretofore regarding the vile decorative ideas of the managers that it seems almost an impossibility to impress upon them the need of a suitable framing to add to the general ensemble and effect. The old familiar border of yellow and white was used around the edge of the galleries, the posts bearing the shabby, soiled emblem of the Automobile Club of America, which should long ago have been consigned to the scrap heap. Gay festoons of the national colors were interspersed between these posts, and it would seem as if some freak artist had taken a huge palette on which he had gathered all the colors of the world and thrown them indiscriminately around the sides of the gallery in order to produce signs for the exhibitors thereof.

On the main floor, however, the gorgeous signs and electric lights, pagodas, rails and fences and the glossy, varnished colors of the cars and their brass equipments and good upholstering, added some touch of artistic splendor to the scene, marred only by those execrable displays of automobile decoration already described around the sides of the building. The big roof of the Garden itself was bare save for the arches of electric lights which hung over, as usual.

It was expected, of course, that this show would draw a big gate, but, to the surprise of the management, the place was packed as early as 10 o'clock in the morning on the first day, and continued so through the day. At night the crush was terrific and locomotion was impossible, a seeming paradox at a show devoted to locomotion. It seemed as if, because the Niagara of power confined in the cars was at a standstill, the people must necessarily also be at a standstill.

If the industry keeps on growing as it has, this question of housing the automobile show will present a serious problem, and the defection of the importers was certainly not one to attract notice, because they were not missed in the aggregation.

These shows, as now held, with their attendant social functions every year,



FROM THE 27TH STREET SIDE

AUTOMOBILE TOPICS

are an enormous tax, not alone on the financial resources, but the physical abilities of the exhibitors, and how they keep up their constant round of talk for seven days is astounding. No other industry in the world could produce a set of men who could do this. It must be that the automobile, bringing these men constantly outdoors for fifty-one weeks in the year, allows them to make this sacrifice for the remaining week of the year.

The mechanical indications and tendencies of the show are peculiar. To many they indicate a decided and further advance in air-cooled motors.

The limit of design has been reached in the sliding gear transmission, and certainly so in the planetary, which is now shown with three-speed forward attachments. The next move must be toward some sort of a spiral gear device. The double shows the fact that the single cylinder vertical motor, either air or water-cooled, is not very popular, the horizontal motor of this type being more popular. The two-cylinder vertical motor is still largely used, and while the horizontal opposed motor has been abandoned by some makers, it has been adopted by others, so that it is practically at a standstill. The three-cylinder motor has somewhat fallen from grace as regards popularity, while the four-cylinder motor, of course, is the king on all of the big cars. One maker said he had a six-cylinder motor, but was not showing it, a Napier six-cylinder, an English motor, being shown in the basement. A compound motor, the Eisenhuth, is somewhat improved over last year. Two vertical cylinders being of the regular type, the third and center cylinder being the compound and placed between them, having, however, three times the area of the other two cylinders. Just what there is in this method remains to be seen.

The pressed steel frame is, of course, the correct and coming thing; both angle and double steel frame bolted and riveted together are used generally. Wooden frames re-enforced with flitch plates are common, and Phelps does away wholly with the frame, using a large tube to connect the front and rear axles as a reach. The tangent spoke wire wheel has almost completely fallen into innocuous desuetude, it being shown only upon the Waltham Buckboard, although some makers, notably Baker, quote it as an option.

Both time and space forbid here a detailed stand-to-stand report, which has been furnished to all the readers of *Automobile Topics Daily*. An attempt, however, is here made to show the leading features of the exhibition, its novelties, and its tendencies, taken from the various stands without any attempt toward alphabetical or chronological order; simply following up the exhibits from aisle to aisle and detailing the interesting features contained at the various booths beginning at the entrance to the show.

Duryea Power Co., Reading, Pa., still pin their faith to a three-cylinder motor and single-hand control, the only motor in the show that is inclined on a horizontal angle of 20 degrees. Duryea also shows a great driven alternating magneto without batteries or switches, with only a single naked wire, spring clamps to the plug being used with make and break spark.

Phelps shows a three-cylindrical motor. The Phelps chassis has practically no frame, being one of the most novel constructions of the show. The front and rear axles are connected with a steel tube 5 inches in diameter, forming a reach

AUTOMOBILE TOPICS

between the motor and the driving gear. The Phelps transmission is of the individual clutch type with double gear drive to rear axle, an idler being provided on the main shaft to keep the large driving gear in line. The sills of the carriage body really make the frame, none of the mechanism being suspended from it, however. This is remarkably novel construction.

Apperson Bros. showed a superb chassis, which, if it were not for its American name, might be mistaken for the best French production in this line. Apperson Bros. are believers in simplicity, using only batteries for ignition; in fact, the simplicity is carried so well that there is nothing on the steering wheel except the ignition lever, the control being by a convenient foot pedal. Their 50-hp. at \$6,500 is one of the biggest and most high-priced American road cars made.



APPERSON BROS. EXHIBIT

Winton has probably made the most original change regarding his motor that can be conceived. He has come away boldly from the horizontal double-opposed type, of which he was so long the chief apostle, and has produced a four-cylinder vertical motor that is a marvel of simplicity. His pneumatic air controller is on the inlet valve and is, of course, still retained. The Winton bodies have a side entrance limousine; a show car done up in white and red leather.

A new Knox has a double cape top and closed front. This top was covered in waterproof cloth. A convertible seat surrey Knox was an extreme novelty, a side entrance being provided. To make a single-seated car of it, the sides of the rear seats are removed, and placed under the seat; the back, which is hinged, then folds down, and when the side doors are closed a large broad space is left for carrying trunks and baggage, which are held in place by straps and brass rails. To

AUTOMOBILE TOPICS

a man who does not always want to carry four people, this type of body will appeal.

Thomas, Buffalo, has a superb chassis with curved metal dashboard, the back of which was covered with wood containing all the usual appurtenances. Thomas has come away from building cars of small power and totally abandoned the three-cylinder motor—in fact, has doubled up on the three-cylinder motor, and in place has a six-cylinder one, which, however, is not shown in the building on account of lack of space.

Vehicle Equipment Co. showed a line of their well-known electric trucks and vehicles, which, however, have been so often described, and are so familiar a sight in our streets, that another further detailed description would be superfluous. They also showed two of their pleasure carriages, a victoria and a hansom, both beau-



KNOX WATERLESS

tiful specimens of the coachmaker's art. They also showed their portable disinfecting plumbing and testing system, all done up in polished copper, as a feature of this exhibit. The power of this disinfecting plant is obtained from an electric motor driven by an electric current used for propelling the vehicle. The apparatus consists of two parts, the machine in which smoke is generated for testing plumbing and another in which formaldehyde gas is generated and forced into a building for disinfecting purposes. Varied are the uses of the automobile.

The Lane steam carriage is a radical departure from their previous output. It has a water tube boiler with a flash on top. Its engine is used with a condenser, all the power plant being contained in front of the dashboard. Twenty gallons of oil and seventeen gallons of water are carried, giving a radius of about 100 miles on water and from 135 to 150 on gasolene, varying, of course, according to road and weather conditions.

AUTOMOBILE TOPICS

The Royal Tourist was done up in royal purple with a barrel shaped hood. An ingenious arrangement on the transmission of the Royal Tourist has a double universal joint, so that when four bolts are taken out, disconnecting it from the clutch drive, the clutch can be removed without interfering with the motor or the transmission. The Royal Tourist carburetor is an ingenious contrivance; it is very simple in design, being of the float feed type. In direct connection with a clutch pedal is the control on top of the wheel, and, at the same time, the foot accelerator; either, however, working independently of each other, may produce the desired result. The Royal Tourist oiler is a direct force feed to the three main bearings of the crank shaft. From there it is forced by divided ring oilers through the main bearing of the connecting rod; thence the oil drops into the crank case and is splashed to lubricate the rivet pins bearings, as well as the pistons.



ROYAL TOURIST

A Studebaker phaeton-victoria showed up very pretty—electric, of course. It is of the graceful victoria type. The cells are divided so that either Exide or Edison cells can be used.

Smith & Mabley had a new way of displaying their motor. The cylinder heads were detached, pistons and connecting rods being left in so that the movement of the crank shaft was clearly shown. A theater bus mounted on a S. & M. chassis, upholstered in fawn-colored broadcloth, the painting being in dark blue, and having rear entrances, such as all busses have, is one of the novel coaches of the show.

A little runabout Covert has a single vertical cylinder air-cooled, the head being water-cooled, costing \$650. There is a sliding gear transmission connected

AUTOMOBILE TOPICS

to the rear axle, having a shaft drive. It made the St. Louis trip last year, small and light as it is. They also make a four-cylinder water-cooled motor car of the regulation type, now so popular.

Packard undoubtedly showed the finest finished chassis in the show. It was mounted on four wooden pedestals and raised up from the ground; the usual dashboard was displaced and plate glass used in its place. The housing of the transmission gear and differential in one case over the rear axle has been retained. They showed a superb limousine done up in dark blue and a standard side entrance body, double phaeton style. A brougham and two-passenger runabout were also shown. It has not been found necessary to make any radical change in the general design on the Packard. Some of the minor changes include placing the oil



PACKARD CAR AND CHASSIS

tank back of the motor. They still retain three point front suspension transversely across the frame over the front axle. The rear springs are longer, now being 50 inches in length, $7\frac{1}{2}$ inches longer than last year. The water circulation is now built around the valve chambers, the usual spaces being provided around the cylinders. A new construction with forged arms or links gives a vertical valve lift without outside thrust or wear. The valve lifter rods are also adjustable. The cams on the rear cam shaft on each side are made in jigs complete, making the cam shaft interchangeable. All the reciprocating parts, including connecting rods, piston and crank shaft, are twelve pounds lighter than last year. Another new feature is the accelerating foot pedal. The vaporizer is automatic, with spring-controlled air intake, and has hot water jacket. The frame has been increased in depth and width and the flanges are wider at the ends. A new radiator has a continuous pipe circulation.

AUTOMOBILE TOPICS

In the Electric Vehicle Company's booth was found a working model of the 35-hp. chassis, operated by an electric motor.

Special features of the construction are transmission drive, which can be changed from any particular gear to any other without passing through any other gear. The gear has four speeds forward and the usual reverse. The reverse gear can be put into action by lifting a hand latch. The side lever for shifting the gear is so arranged with slotted guides that it would be impossible to shift directly from a high gear to the lowest gear without first passing through slots in the guide.

The ignition is of the jump spark, from batteries controlled by a toothed lever on the circle of the steering wheel, which operates a double-frame hinge lever working on the commutator. A foot pedal operates a new carburetor, a positive throttle closing both the air under the throttle and the main line also.



COLUMBIAS—ELECTRIC VEHICLE CO.

The governor, which is connected on the countershaft and 2-1 shaft, actuates the throttle independently of the foot lever. Any standard size plug can be used. The plug is held by a pinch-bend clamp having a hand lever attached to it, so that the entire plug can be removed in a second, no matter how hot it is.

A pressed-steel frame of the channel design is used, reinforced by very stiff, hard, wooden fillers. The clutch is of exceptional size, and in addition to the main spring, which forces the clutch, they have an auxiliary spring, which, on a slight movement of the foot pedal counteracts the action of the main clutch spring, thus relieving pressure on the clutch without actually starting it, thus giving it a very easy start without shaking the hold of the clutch, being free from spurts and jerks, and positively insures long life of the gear. Crank-shaft bearings are much

AUTOMOBILE TOPICS

more substantial than last year's models, and are supported on their entire length, instead of on the overhanging of the shaft of last year. Cylinders are cast in pairs, but are yoked together very rigidly by a four-lugged yoke, insuring long life to the crank shaft and making an exceptionally stiff engine. The clutch is external instead of being inside of the wheel, so that it is readily removable.

One of the smartest-looking bodies in the booth is a side entrance double victoria, both seats alike, light brown chocolate in color, with brown leather upholstery to match, rivaling in its outlines and finish the best European cars seen here in New York.

Another victoria, done up in blue, has bucket-shaped front seats.

A limousine and landaulette also represent special types of body construction.



THE WINTONS

On a Winton was found an exclusive feature in their new system of twin springs. Two four-leaf half elliptic springs are united in the center and shackled at each end. They support the frame by means of a shackle which is attached to the body irons or spring horn and spring plate on the frame. The ideal spring is one that combines resistance, commonly called stiffness, with resilience, commonly called elasticity, in such proportions that the motor sustains no shocks, and the passengers in the body of the car travel in complete comfort. Apparently, the Winton twin springs should possess this combination of merit because of the freedom of action allowed by the shackles; the result when the car is used is a light spring for light loads and good roads, the action of the heavy spring and the light spring combined coming in use for heavy loads and rough roads. The efficiency of these twin springs has been tested by the Winton Company in their mechanical laboratory tests and also on the roads for over a year.

AUTOMOBILE TOPICS

The Rambler showed for the first time an original pressed-steel frame, which is a novelty in more senses than one, being that no other maker has produced a frame of this type.

A larger yoke is now used for the rear axle, doing away with a truss. The car now stands lower, in accord with conventional lines, which style permits the use of double elliptic springs; and the gain in seating the car lower has been largely allowed by the adoption of the new frame already mentioned.

Their automatic carburetor has been improved by the addition of a new lever which, when traveling at a high speed, allows the use of more air, and economy in the use of gasoline. The engine is wholly separate from the transmission, so that when the car is at a standstill, and the engine is running free, the transmission does not revolve, no gears being in mesh at all.

All their bodies are of the popular side-entrance type, the fenders being connected by a broad, running footboard. Another clever wrinkle is in the placing of the bearings of the countershaft of a double chain drive in the straight radius rods, which are provided with turn buckles for adjustment.

The radiator now has 824 tubes and fluted expansion tubes at the top, with corrugated cover to it, affording large cooling surface upon the sides of the radiator. The water tank filler is about four inches from the top, so that the tank cannot be filled enough to cause the tank to slop over.

A sliding steering wheel is provided, without any lock nuts, being held against the frame by a very stiff helical spring.

A Grout steam car, which was not at last year's show, is here in a new and improved form. A new feature is a copper boiler 18 inches in diameter, with 455 fire tubes. It is double wound with piano wire. It has a new and improved burner of one piece cast iron, of the corrugated type, equipped with a noiseless pilot, really being a part of the burner, and, being on the inside of the burner, it is, therefore, noiseless. A two-cylinder engine with the well-known form of Stephenson link motion, is used; forty-five gallons of water are carried and fifteen gallons of gasoline, giving a radius of forty-five miles on the water and one hundred miles on the gasoline. The engine is neatly arranged in an absolutely dustproof case, very accessible, every working part being automatically adjusted. The boiler is in the extreme front of the chassis in front of the dashboard. A double chain drive is employed from countershaft. Any kind of body desired may be fitted to this chassis. Internally expanding type brakes are fitted from each rear hub, and, contrary to the usual practice in steam wagons, wheel steering is employed. A throttle and by-pass are arranged on the steering pillar. Ease and comfort are provided for by having forty two-inch springs. They think that the steam wagon has a future, but, as to its past troubles, they claim they were caused by bad designing, worse construction and poor materials.

The boiler is equipped with fusible plug, so that there is no possibility of burning the boiler out.

Freezing is guarded against by the employment of steam directly over the water pipe, keeping the water warm at all times.

The new Cadillac four-cylinder motor was shown mounted on pedestals, the sides of the crank case being cut away and replaced by glass, and lit up by electricity. It was also driven by an electric motor so as to show its operation. The

AUTOMOBILE TOPICS

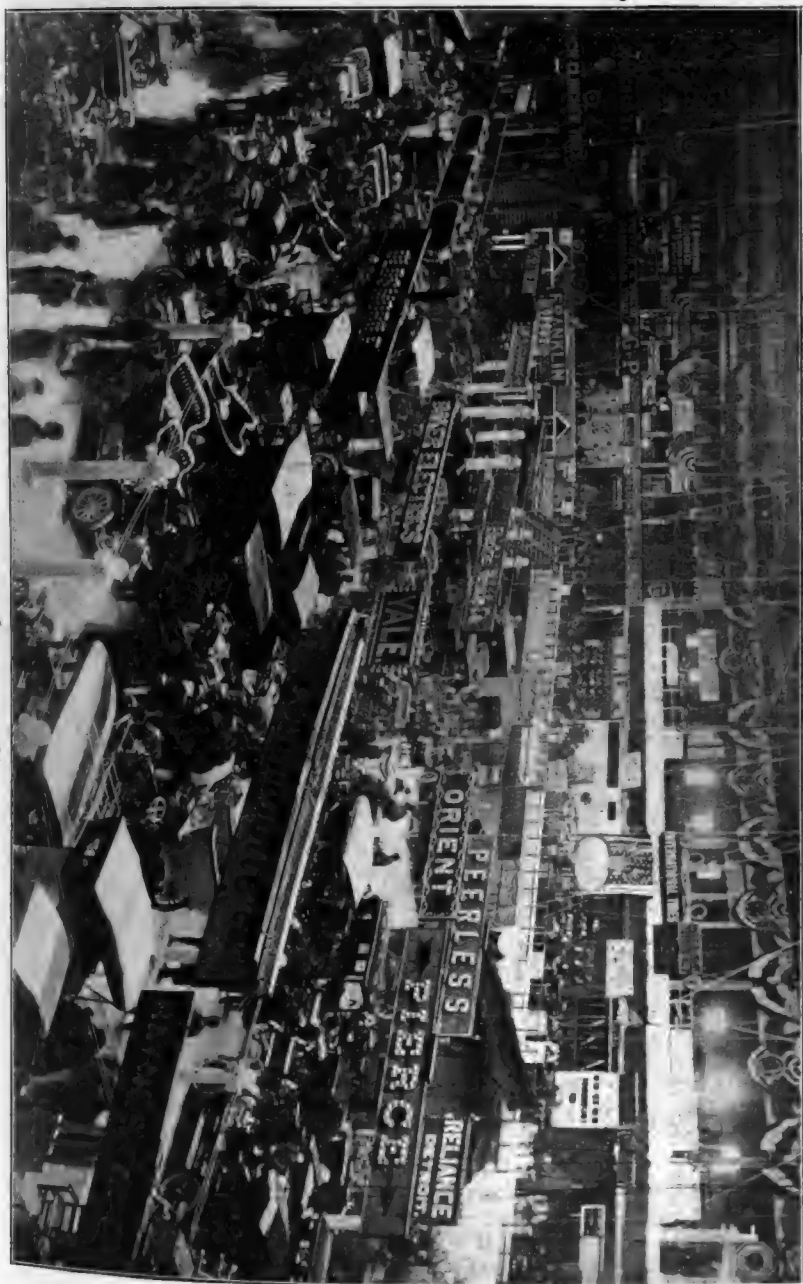
new three-speed planetary transmission was connected with it, its novelty lying in the fact that while three-speed planetary transmissions had been known, it is not known that they were ever exhibited at a show before. Many persons object to the planetary system, notwithstanding its advantages of a direct drive on a high gear, because, as a rule, it has only two speeds forward, whereas the sliding gear commonly used has three speeds forward.

This objection is now at last overcome in Mr. Brush's three-speed forward planetary gear. The transmission device is operated with all speeds by one lever and it is absolutely fool proof. The main and most serious test made on the first transmission of this type was by using the transmissions constantly as a brake. When the lever is at its farthest forward point it is on the reverse drive; moving it slightly toward the back starts it forward, a further backward pull puts in the second speed, and third and last movement backward the third speed; on the third speed there are absolutely no gears in operation, it then being a direct drive. A foot-lever clutch operates the main clutch on the flywheel. Another lever parallel with it on the right operates to disengage or engage the clutch, and will put either brake on or off at the same time. All the valves of the motor are mechanically operated by one cam shaft, the inlet cam being a spiral, and at slow speed opening the inlet valve very slightly; at high speed the position of the cam increases the opening of the inlet; ignition is by jump spark and storage batteries. The carburetor is entirely automatic. Cylinders are all separate. The copper jacket so well known on the Cadillac is, of course, retained. The inlet cam previously described has the power of throttling the motor. When this cam is brought farther forward a larger surface is presented, and it leaves the inlet farther open. Returning to the ignition system the commutator comes through the radiator. The commutator spring is held in place by a little head on the stud when in tension, but when its free end is lifted up it is readily removed.

A mechanically driven power pump supplies oil to each cylinder individually in the crank chamber; from each cylinder is a diverting channel leading from the splash oil to the connecting rods and cranks, and any overflow from one chamber is led by gravity into the next forward chamber, and so on to the other chambers, and from there circles back to the rear chamber, repeating the operation over again indefinitely, so that in hilly countries, or in climbing steep hills, the oil is bound to find its level at all times, every cylinder getting its full quota of oil.

This motor should prove immensely practical in auto-boat construction, because one of the weaknesses of the fast auto-boat is that when it has fallen from a dead level so that the oil is not regularly splashed to the motor, the pistons get hot and stick, but this system of motor oiling obviates this difficulty. A five-gallon gasoline tank is attached to the dashboard, which supplies the motor. A twenty-gallon tank is also situated in the rear of the body which feeds the five-gallon tank by pressure of the exhaust, keeping the dash tank full at all times doing away with the old difficulty of the gravity tank, which on steep hills refuses to act because the gravity is the other way.

Henry Ford rather astonished the natives by his beautifully finished simple chassis, which was directly the opposite of the rough-looking racer shown in the basement last year. It is an original departure, having four vertical cylinders cast separately. The cylinders are copper jacketed; all the valves are mechanical, with



VIEW FROM NORTH SIDE OF STREET

AUTOMOBILE TOPICS

adjustable push rods. Planetary transmission is used. Flexibility of the control is on the speed, thus doing away with the entire need of intermediate speeds and attending changes of speed, which is so destructive to any motor. The transmission is hung on an aluminum frame to the main frame by four lugs. The motor itself is also carried on a flat aluminum frame bolted to the regular pressed steel frame.

The Ford transmission, having a universal globe joint, is a very large globe of steel, its ample bearing surface giving great strength, and its well babitted and oiled bearings insuring freedom from wear. The housing of this globe is firmly fastened to a portion of the main frame. In the interior of the globe is a rolling device having a square hole for the admission of the square end of the driving shaft of the speed controller. This square shaft end does not slide in any way. The rolling mechanism inside the ball connects directly with the main bevel gear driving shaft, which runs to the rear axle incased throughout its length in a rigid tube running from the universal globe to the differential gear housing on the rear axle. The entire mechanism of universal globe, drive shaft and bevel gears is automatically oiled by a tube from the main oil reservoir.

The rear springs are not used in any sense as driving members. They are full elliptic in shape, which is the most flexible form of spring known and they are used, as they should be, simply as springs to ease the riders. Attached, one to each of the outer ends of the rear axle, are two strong rods running diagonally inward and upward to the point where the driving shaft of the speed controller engages with the driving bevel gear shaft. It is these two rods that transmit the driving power from the rear axle to the frame through the globe universal joint. The construction of this globe joint allows the rear axle and its driving rods to assume any position which the most uneven road may give it, and yet to transmit surely and fully its driving power without causing the dangerous strains to springs or frame hitherto so common.

The friction system of transmission is applied to the Union. The flywheel of the motor is of the disc variety, the face of which is covered with a patent composition of metals, characterized for their special friction qualities. The friction wheel is applied direct to the face of this disc plate on the flywheel by means of a foot ratchet, and has a filling of paper or friction board. The shaft which carries this friction wheel is placed parallel with the center of the friction plate on the flywheel. The friction wheel is moved in either direction on the shaft across the face of the friction plate by means of the controller lever.

It is easy to comprehend that with the motor running at its greatest speed, when the friction wheel is in contact with the extreme outer circumference of the friction disc, the vehicle is at its highest speed, and when the friction wheel is moved toward the center of the flywheel the speed will decrease to a stand-still in the center. If carried beyond the center, the direction of its rotation and the vehicle will be reversed. With this method of transmission, starting on either the forward or reverse speed is entirely smooth, and the "start with a jerk" so noticeable in positive transmission is conspicuous by its absence.

The Prescott steam wagon has not been materially changed except in price, one of the main features being a new firing device. It is fired with a torch on a gasoline cup. They have an anti-freezing device, something new, which enables

AUTOMOBILE TOPICS

a steam car to run all Winter in any kind of weather without freezing up. It consists of simply enclosing the bottom part of the car so as to keep the heat in by means of an aluminum case and felt packing. The Prescott people look for a renaissance in favor of the steam method. They have increased in the show over 50 per cent. from last year, and they claim that part of the disfavor which steam wagons met with was owing to their faulty early construction. They have, however, studied along original lines, and their business, instead of decreasing, has increased from year to year.

The Franklin, which is one of the leaders, and typical of American air-cooled construction, is novel, in having two exhaust tubes to each cylinder. On the



THE YALE

piston exhaust at both ends of the stroke on the downward stroke, which is the explosive stroke, the hot gases pass out through the supplemental exhaust. The remainder of the gases pass out through the main exhaust port on the upward stroke of the piston. It assists very materially in keeping the motor cool, allowing it to do a great deal harder work than it otherwise would with simply one exhaust. Not only the inlet, but both of these valves are operated mechanically. The supplemental exhaust valve is really only a check valve and is opened by the upward stroke of the piston. As an evidence of the improvement gained by this method and by grinding the piston into the cylinder, a gain of 2 hp. has been achieved in the same sized motor. Unfortunately for the makers of other air-cooled motors, the Franklin people have applied for a patent on this system.

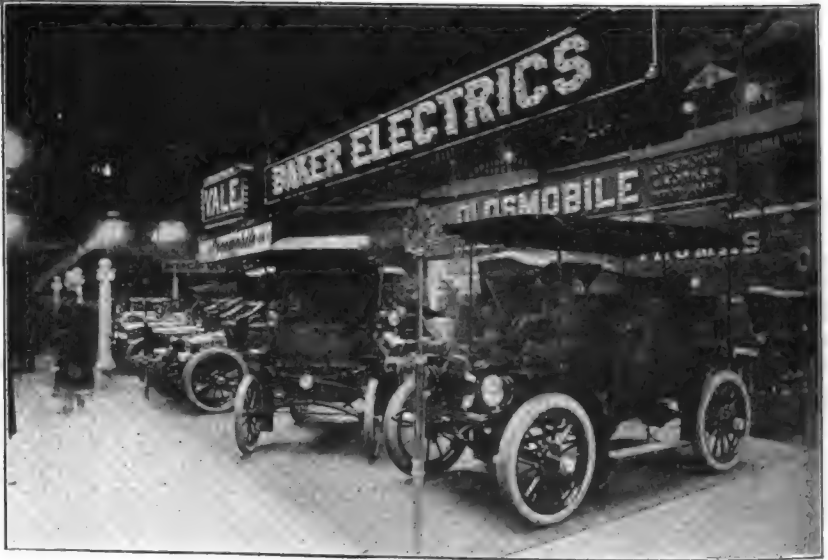
AUTOMOBILE TOPICS

On the Baker electric vehicles, while the wire spoke wheels are not shown, they have not been abandoned; they are still an option on the cars, and are still retained on the smallest runabout. They are now using detachable tires on all wheels but the wooden ones.

Baker also shows a new double surrey of roomy proportions and full of exceedingly graceful lines. As evidence of its easy riding qualities it has 36-inch wheels with $4\frac{1}{2}$ -inch tires.

The motor is located in front, under a bonnet. Beveled-gear shaft drive is used.

Every Baker vehicle that is made has ball bearings in every frictional part, where it is possible.



BAKER ELECTRICS

Another new Baker is a rockaway, or depot carriage, one of the most graceful-looking carriages in the whole exhibition.

A \$6,000 limousine is the main feature of the Locomobile exhibit. The body, by Quinby, is painted a deep Brewster green, with red striping, the upholstery of the closed portion of the coach being of light coach cloth. A special body built by the well-known builder of Amesbury, Mass., was done up in creamy white with red leather upholstery and canvas cape top. It had side entrances and was sold at the show. In addition to other well-known standard features, the Locomobile Co. have a novelty in their ignition device. It is a low-tension magneto, gear driven, so as to time in harmony with the valves, with make and break spark, wholly self contained, doing away with storage batteries, spark coils and high tension wires. The total amount of wiring on a make and break model is less than three feet

AUTOMOBILE TOPICS

per car. They also use this year an automatic carburetor and mechanical inlet valves.

The distinctive feature of Elmore cars, made by the Elmore Mfg. Co., Clyde, Ohio, is and always has been the employment of a two-cycle engine of the Elmore Co.'s own design for their propulsion.

The two-cycle motor has very great advantages in the way of fewness of parts, but has not been generally applied to motor-car driving with such convincing results as to place it in a commanding position for road service, and its principal use so far has been in small sizes for small boats, and as a stationary motor for farm and dairy use.

There is a general impression among motor-car designers and builders that



ELMORE TWO-CYCLE

the two-cycle gasolene motor is wasteful of fuel and that it has no flexibility of power production. Consequently, notwithstanding the extreme simplicity and the very certain action of the two-cycle motor, only one American firm, the Elmore Manufacturing Company, has taken up the two-cycle motor to any extent for automobile driving.

The two-cycle gas engine is twice as effective, cylinder for cylinder, as the four-cycle motor, because the two-cycle works about half the total running time, while the four-cycle works only about one-quarter of the running time. Added to this great time-in-work advantage, the two-cycle gas engine is the very simplest of all heat motors that is at all suitable for road-wagon driving, as it has only three moving parts, the piston, the connecting rod and the crank-shaft, no valves nor cams being used.

AUTOMOBILE TOPICS

In brief, then, a pair of two-cycle cylinders, say $4\frac{1}{2} \times 4$ inches, should be as effective in car driving as four four-cycle cylinders of the same dimensions, with far less first cost, far less up-keep charges, far less liability of derangement, and far less demands on the car and attention of the driver.

These advantages are so great that on first seeing a pair of two-cycle cylinders at work, turning the crank shaft as smoothly, as rapidly and as powerfully as the very best of the extremely complicated and costly four-cylinder motors made, it seems that the best and easiest-built form of the gas engine has been shoved aside by car builders, for the mere pleasure of encountering and overcoming mechanical difficulties. But gas-engine car-motor makers almost without exception declare that the inflexibility of the two-cycle motor puts it out of the question, and that



WORTHINGTON

the simplicity and effectiveness of the two-cycle motor count for nothing, as against the complete control of the four-cycle motor, which in its now truly marvellous stage of development is as flexible as the most highly organized steam engine, and perfectly meets the widely varied demands for power in car driving on common roads. But the Elmore people think otherwise, and prove it.

The Worthington Automobile Co. showed some new models of the Berg with side entrances. One, a particularly handsome model, was finished in deep maroon with leather upholstery to match. They also showed in the restaurant a limousine body made by Dumont on the Bollée chassis, and a phaeton-landaulette, the landaulette having an American body made by Demarest. The body was in the rough, to show the construction in the wood, but it will be finished later to order of the purchaser.

AUTOMOBILE TOPICS

The Pope-Tribune, single cylinder, water-cooled, \$500, which shows the tendency of the big makers to build small, low-priced cars to suit the poor man's pocketbook, has a shaft drive somewhat improved over the 1904 model, and the speed lever has been changed from the outside to the inside of the center of the car.

In the Waverley electric, the coupé Chelsea, all enclosed, makes a splendid carriage for doctors or other professional men. The car is absolutely storm-proof, a great objection heretofore to automobiles for doctors' use. The coupé top can be removed, and either a big body put on or left open on the runabout style. The station wagon has been practically remodeled and redesigned, and is a much



POPE-TOLEDO

more luxurious type than formerly, having more room and increased motive power, giving larger radius. An electric speed wagon is the new type Waverley model 136; it is built particularly for speed, capable of 18 miles an hour, which is fast enough to get a driver arrested as often as he pleases without using a gasolene car.

The wonder of the exhibit, of course, is the big Pullman car, which was such an attraction at the Paris Salon. This was a remarkably busy exhibit, 47 men being employed to take care of the visitors and their innumerable questions.

One of the swell cars of the show is the big Pope-Toledo, done up in creamy white with green leather upholstery and green fenders. It is of the victoria type and has broad side entrances from a continuous running footboard.

AUTOMOBILE TOPICS

New gears are as scarce as hen's teeth in the Garden, the most notable exception being the Haynes roller gear.

They have come away boldly and bodily from the chain drive, the single and double and the bevel-gear drive.

The chain, as is well known, has a tendency to draw the two sprockets or axles together. The beveled gear, on the other hand, has a tendency to separate; that is, to draw away the combinations from each other. In this gear both these difficulties, it is claimed, are overcome, and so far as practical use has determined it is wholly free from the above-named objections.

The Haynes new method of transmitting the power by shaft drive to the rear axle is extremely novel, though perfectly simple and highly efficient. Beveled gears are generally used for this purpose, but are objectionable both from the standpoint of economy and convenience; moreover, they tend to produce a heavy side thrust due to their inclination to slip out of mesh when under heavy stress. Owing to these and other objections, they naturally hesitated about introducing beveled gears, and after much thought and consideration succeeded in devising a combination consisting of a gear in which *hardened steel rollers* take the place of teeth. This *roller gear* is driven by the shaft, the rollers meshing in the teeth of a *large sprocket*. To this *sprocket* is attached the differential. They claim this construction possesses the following advantages over the beveled gear:

First:—It gives much greater strength. In a beveled gear the teeth are long and thin, while the sprocket tooth is not so long, but very much thicker than that of the beveled gear, hence very much stronger in comparison with the amount of metal that each contains. The relation is as four to one; i. e., double the thickness, and the strength is increased four times. This difference can be readily illustrated by taking a common ruler and bending it, flatwise, and then attempting to bend it edgewise.

Second:—It practically eliminates thrust between the teeth. Two rollers are constantly in full engagement with the teeth of the sprocket, which are so shaped that the rollers draw into the hollow of the teeth, and as one roller passes out of engagement another follows in directly.

Third:—It enables them to produce a very strong construction which is absolutely silent in operation. It is apparent that the new Haynes mechanism overcomes in a practicable manner the inherent difficulties in the beveled-gear drive, since this arrangement may be looked upon as a sprocket wheel, driven by chain rollers, arranged in the circumference of a circle. And since both sprocket and roller gear revolve in a bath of oil, they possess an obvious advantage over sprockets and chains exposed to the dust of the road.

A STAY BAR SERVICE.

Another important difficulty confronting the builders of shaft-driven machines is the tendency to rupture or break the rear axle casing; the inclination of the pinion being to climb upward on the teeth of the large gear, carrying with it the axle casing. This stress becomes exceedingly great on the large machines, and unless the casing be made abnormally heavy it is soon strained and disrupted, and finally gives way altogether. In order to avoid this difficulty a stay bar is used, which is firmly attached to the gear case, and projects upward through a square yoke in a cross bar, which is firmly attached at each end to the pressed-steel

AUTOMOBILE TOPICS

frame. Within the yoke, on either side of the stay bar, are placed hardened rollers. When the lifting force above described tends to revolve the casing, it simply expends itself by passing upward through the casing to the stay bar, and, bearing against the roller in the yoke, communicates the stress thence to the pressed-steel frame, thus removing all strain from the axle casing.

A FOUR-PRONGED SLIP JOINT SERVICE.

Another source of trouble arising from the use of the shaft drive in connection with beveled gears has been the difficulty of producing a reliable slip joint in the driving shaft, in order to take up the longitudinal motion of the shaft due to the upward and downward motion in the body of the car on the springs. Neither the feather key nor the square shaft has been satisfactory. The former soon works loose, while the latter has a tendency to twist into a spiral shape under heavy stress. To overcome this difficulty Mr. Haynes has devised a four-pronged slip joint which operates in direct connection with the rear universal joint near the axle. This arrangement consists of a flange the hub of which is keyed rigidly to the driving shaft, while four steel pins project forward from points near the circumference of the flange and enter a like number of holes in the body of the universal joint. Thus the torque on the driving shaft exerts no torsional stress upon the pins, but simply a shearing force, which the pins are abundantly able to resist without the slightest injury. The box of the universal joint into which the pins enter is filled with vaseline, which keeps the pins always perfectly lubricated.

Mr. Haynes has introduced many novel and valuable features in automobile construction which, with the exception of certain patented devices on which this company is protected, have been quite universally adopted, and are being used by leading manufacturers all over the world. The construction above described is the result of mature consideration and a knowledge of requirements in automobile construction gained by long experience. It has been "tried out" under the severest possible conditions, which have failed to produce the slightest effect upon these parts. The Haynes surrey was the original side entrance car.

The well-known Haynes individual type of change-speed gear is retained—on the two-cylinder motor roller bearings are used, but on the four-cylinder motor plain bearings are used.

The Eisenhuth compound three-cylinder motor was shown on a fine chassis, in the basement, in which two side cylinders compounded their exhaust into a middle cylinder of about three times the area of the other two.

Just how practical this idea is remains to be demonstrated in use. It has also been a question whether, after the hot gas has been compressed, exploded and expanded, and its heat units dissipated, just how much power value remains. In steam, the factors are entirely different, so that the same rule cannot be applied as on that type.

The Lozier, which was described in a recent edition of AUTOMOBILE TOPICS, makes its début at this show. A high-tension magneto is an added feature, with jump spark doing away with batteries, of course. The well-known form of Hess-Bright ball bearings, which consist of a spiral between each ball, is used in the transmission and in the wheels.

AUTOMOBILE TOPICS

On the Autocar are found a great many new and practical features. The frame is of hard wood, reinforced by steel flitch plates. The rear axles have a square taper, doing away with nuts that are usually used.

The shaft and the transmission of the differential is also square, fastened by a pin, on which there is no possibility of shearing. The upper half of the differential case is removable, which is a handy convenience.

The circumference of the rim of the steering wheel is broken on each side, neat revolving grips, the size of bicycle grips, are placed in this broken segment. One acting on the ignition, and the other on the gas, by levers which have wire cables attached to their ends, running through the steering pillar. The commutator is on the dashboard. The oil tell-tale, instead of being enclosed, has a brass tube containing a small ball, which raises when the oil is fed, and drops when the oil is light, as an indication to the operator as to what is going on, so it is as easy to



AUTOCAR CHASSIS

distinguish by a touch of the finger whether oil is needed, by night as well as day. The gear-shaft lever is without the customary span. No releasing of the lever is necessary, as a series of notches on the shifting bar catches projections insuring the carrying register of the gear.

The motor is a simple high-speed motor, 1,600 revolutions per minute, and is cast in pairs. Reversible steering gear is used, which may sound peculiar after hearing so much about irreversible steering gears. The reason this is done is that the wheels are set back about an inch from the center of the axle, allowing a self-directing movement, so that a car will right itself at all times, like a bicycle.

The steering gear consists of two beveled gears and one beveled segment.

AUTOMOBILE TOPICS

The car has full platform springs in the rear, the only one in the show so equipped. It might be best described that it is such a platform spring suspension as is used on large business trucks in this city, which speaks well for its practicability. The body is of peculiar construction, inasmuch as the sills do not rise in a direct line from the end of the platform. There is an inward curve on the rear of about one inch, which allows the weight of the rear seat to set directly over the back axle.

The Oldsmobiles have been so often and so thoroughly described in all its details, and so familiar is the curved dashboard runabout, that it has become typical of the American runabout. The makers have, however, broadened out, and are making a very handsome model in their new double opposed motor type of car, having a tonneau body with side entrances and separate steps.



STEVENS-DURYEA CHASSIS

The Oscar Lear Automobile Company, of Columbus, Ohio, showed a four-cylinder touring car with 24-hp. engine cooled by a fan blower, of which great things are predicted.

The remarkable features of the car are apparent on inspection of the motor and the description which follows. The air cooling of this motor is a scientific contribution to the cause of air cooling.

The motor is a four-cylinder, vertical 24-hp., each cylinder being surrounded with an aluminum jacket open at the top and bottom, leaving a space around the cylinder through which air is driven from a centrifugal blower geared from the engine shaft. A large bustle pipe also of aluminum conveys the air from the

AUTOMOBILE TOPICS

blower to the top of the jacket. Innumerable spikes are cast on the outside of engine cylinders over which the air is blown at a predetermined and controllable rate and volume. The effect is the perfect cooling of the cylinder. The motor is kept cool with car standing still or on the low gear.

The Buckeye Motor Company had one of these machines on the St. Louis trip, Southern Division. This trip was made in the Summer season, and not once during the whole journey was there any failure on the part of the motor to stay cool and do its work.

The extensive use of aluminum, the saving effected by the substitution of light aluminum jackets for cast-iron jackets, the elimination of the radiator and other savings, makes it possible to produce this car at 1,650 lbs.—the lightest weight for a 24-hp. we have heard of. The effect of this on speed, power, tires and in amount of fuel used are considerations which cannot fail to influence future purchasers of touring cars.

The four cylinders are 4 1-16 bore by 5 1/8. Cylinders are cast independent of hard grey iron, the head and walls of the cylinder underneath the air jackets being closely covered with small conical spikes. The valves are placed opposite and at right angles to the bore of the cylinder in a head which is cast integral with the cylinder. The spark plugs are in a vertical position in the top of this valve chamber. The intake valves are arranged on the right side of the engine, and the exhaust valves on the left, from the drivers' position. The valve chamber being very narrow, just sufficient room is allowed between the valve pallets for their required lift.

The cooling system is provided by a single opening blower faced forward. This blower is driven by means of spring cushion gears to guard against shocks such as would come from the quick starting of the motor with the spark or other similar causes. The blower is geared four times as fast as the engine. The starting crank is on the blower shaft, making the motor extremely easy to crank over. The blast wheel is made of aluminum throughout and the blower casting is of the same material. The blower shaft is run on a babbitt bearing supplied with oil direct from the lubricator. The center of the hub is keyed securely by a taper fitting to the crank shaft, the outer portion having a toothed rim in two parts, divided on the plane of the gear, lugs being provided with proper stops both on the center hub and outer rim. Curved helical springs are inserted between these lugs to allow the outer or toothed rim to oscillate about the center hub. Stops are arranged so that springs cannot be compressed to a detrimental point, or, in case a spring should break, the fan would still drive, the object of the cushion mechanism being to absorb shocks in either direction. All the airpipes are made of aluminum, so as to secure extreme lightness, and the curved sections are made so as to be taken apart readily, and are made of such shape and size as to have an area equal to the full discharge opening of the fan at all points. The distributing pipe has openings corresponding to the size of the opening in the jackets on either side and top and bottom, the upper ones being closed by plates which are readily removed in case of necessity for examining the spark plugs. The pipe is tapered from center of front cylinder to rear so that each cylinder gets its proper portion of air. The position of the spark plugs in this air pipe constantly supplied with a current of cold air is such that months of use do not injure the plugs or tarnish the nickel-plated portion.

AUTOMOBILE TOPICS

The Napier, the only English car of the show, is unique in having a six-cylinder motor cast in pairs. All the valves are mechanical, the inlet valve being directly above the exhaust valves.

The carburetor has a hydraulic air regulator, operated by a centrifugal pump taking water directly from the water jacket, which acts on a lever which opens a butterfly valve; by increasing the speed of the motor it will then, of course, require more air.

The clutch, which is of the metal cone type, can be readily disengaged by a two-pound pressure on the foot pedal; a special and independent reverse lever is attached.



WHITE STEAMERS

On the Peerless, the most radical departure this year consists of placing both valves on top of the cylinders. They are both mechanically operated by a single line shaft on one side. The motor is of the twin-cylinder type; by doing so they obviate the loss of space by having valves placed on the top instead of the sides.

In addition to the regular exhaust the head has an auxiliary exhaust port in the cylinder, uncovered by the traverse of the piston, practically relieving all of the exhaust back pressure.

No other gasoline water-cooled motor in the show showed this form of construction. A carburetor of a new and improved type that automatically regulates operation of air and gas to the varying speeds of the motor, without any effort on the part of the operator; a high ignition magneto is employed, with jump spark. A foot-pedal accelerator is provided, which, on being released, retards the speed to where it was originally. Both of the brakes are now composite, and now act on the rear hub. Both of the cardan joints are now enclosed in a metal sheath.

AUTOMOBILE TOPICS

A Maxwell-Briscoe body is original because it is all of stamped metal, even the mouldings being stamped. Such a car, of course, with its steel frame and metal body, is practically indestructible and fireproof.

The clutch, which is new and original, is made of sixteen steel discs, $6\frac{1}{2}$ to 7 inches in diameter, divided into two sizes. Every alternate disc is connected to a yoke and the connecting rod, the balance through the sleeve in the center connected to a driving gear. As pressure is applied they back up, running in oil, and when the oil is forced out the natural tendency of the discs is that they can have a start off at high speed. The clutch is thus connected either by foot lever or hand lever, which separates the discs.

Another novelty is the fact that the valve motion is in a square metal case, and all self-contained therein, and is readily removable and lifted off the top of the engine case.

The motor has three-point suspension, being suspended at both sides of the frame, a curved member back of the dash giving perfect alignment to the rear axle.

The drive is on the rear axle and through beveled gear construction, with a roller which runs on a track against the rear of the driving gear holding same in perfect alignment and absorbing any undue strain. The cars are equipped with two universal joints in the shaft, unlike most cars, which have only one. The particular feature of one of the universal joints is that the central portion is hollow and flanged, with grease grooves which allow for the perfect oiling of all the parts. The universal joint connected to the gear case has lateral motion for the sliding shaft, which does away with the need of adjusting rods to the rear axle. Water cooling is by a thermo-syphon system of their own. The cooler is of an improved type, with double tanks, and is used in connection with their thermo-syphon system, doing away with all pumps, hot water rotating from the top of the cylinders to the central tank, then rising and flowing over to the sides and seeking its own level, when it is deposited in the lower tank, then returning to the lower part of the cylinder in its coolest state.

The show is one of the most difficult ones to describe, from a mechanical point of view, ever held in the Garden or anywhere else. It has been thronged not only in the morning, but in the afternoon and evening sessions; and not only is locomotion extremely difficult, but the attendants at the booths were so busy making sales and placing agencies that the press men necessarily received scant attention and courtesy.

At the rate of progression that a scribe might make under such physical difficulties, no man would be able to see the show, and if he did, the next show would come around before he had time to write it all up.

This brief has been written without affectation, as a modest disclaimer as to why everybody's new fixtures were not described and illustrated in this issue. The situation reminds one of the college boy's toast:

"Here's to the whole world, for fear some good fellow might be overlooked."

Some statistics which are valuable not only now, but in the future, here follow, so that he who reads may be wise.

Some Statistics of the Show

NUMBER OF AMERICAN EXHIBITORS

Makers showing gasolene cars....	74
Makers showing electric cars.....	4
Makers showing steam cars.....	4
Total	82
Foreign makers showing gasolene cars	4
Grand total	86

NUMBER OF CARS SHOWN

Gasolene cars	161
Electric cars	14
Steam cars	5
Gasolene business vehicles.....	7
Electric business vehicles.....	10
Foreign gasolene cars.....	15
Total	212

NUMBER OF MAKERS SHOWING

Side-entrance tonneaus	77
Rear-entrance tonneaus	16
Runabouts	23
Swivel-seat tonneaus	1
Tilting-seat tonneaus	1
Limousines	15
Coupes	2
Stanhopes	3
Broughams	1
Station wagons	2
Theater 'buses	3
Observation cars	1
Landaulettes	9
Landaus	1
Side-entrance surreys.....	1
Side-entrance emergency surreys..	1
Light touring cars.....	1
Phaetons	1
Side-entrance phaetons	1
Buckboards	1
Racing cars	1
Chassis	44
Victoria tops	13
Canopy tops	7
Cape tops	9
Folding surrey tops.....	1
Leather upholstery	85
Cloth upholstery	19

IGNITION

Dry batteries	37
Storage cells	14
High-tension magneto.....	6
Low-tension magneto.....	3
Both magneto and battery.....	3
Both dynamo and battery.....	2
Dynamo.....	1
Make-and-break	4
Make-and-break and jump.....	1
In series	1
Jump spark	61

WHEELS

Wire wheels	1
Steel wheels	3
All others wooden.	

TRANSMISSION

Sliding gears	50
Planetary system	28
Special individual clutch.....	5
Multiple disk	1
Planetary, no internal gears.....	1
Friction drive.....	1

DRIVES

Shaft drive, bevel gear.....	42
Single chain drive.....	28
Double chain drive.....	25
Special drive, roller gear.....	1
Two chains, one to countershaft...	1

WATER-COOLING SYSTEMS

Pumps	65
Thermo-syphon	2

MOTORS

Air-cooled	10
Water-cooled	67
Air and water-cooled.....	1
Six-cylinder, vertical.....	1
Four-cylinder, vertical	48
Three-cylinder, vertical	4
Two-cylinder, vertical	7
Single-cylinder, vertical	6
Three-cylinder, inclined	1
Four-cylinder, double opposed....	1
Two-cylinder, horizontal opposed..	26
Single-cylinder, horizontal	6
Two-cycle	1

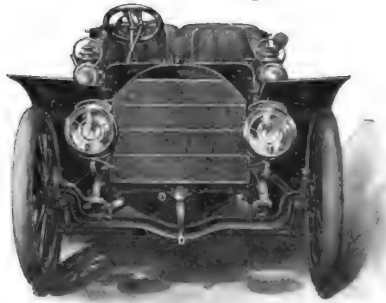
AUTOMOBILE TOPICS

FRAMES	RADIATORS
Pressed steel 46	Tubular 46
Angle steel 22	Honeycomb 26
Wood, reinforced 12	Planetic 1
Channel steel 2	Disk 1
Tubular steel 2	Fans, for cooling..... 49
T-section steel, truss rods 1	STEERING
Pressed-steel channel form, laminated wood 1	Wheel 76
Plain wood frames..... 1	Lever 7
	Bar 1
	Upright, single hand control..... 1

An American Mercedes Fac-simile

IN making their announcement of their 1905 American Mercedes cars, the Daimler Manufacturing Co. of Long Island City, says:

"The attempt has several times been made in this country to produce an exact copy of one or another high-class foreign car. Experimentally, perhaps, these attempts have succeeded. Commercially, they have been failures. We propose to show that it is possible to build such machines now. Our relations with the Daimler Motoren Gesellschaft of Cannstatt, builders of the Mercedes cars, give us the American and Canadian rights not only to every detail of their working drawings, but to all their specifications of materials, and to the use of their shop methods where we see fit to employ them. Of these rights we are now making the fullest



THE 1905 AMERICAN MERCEDES

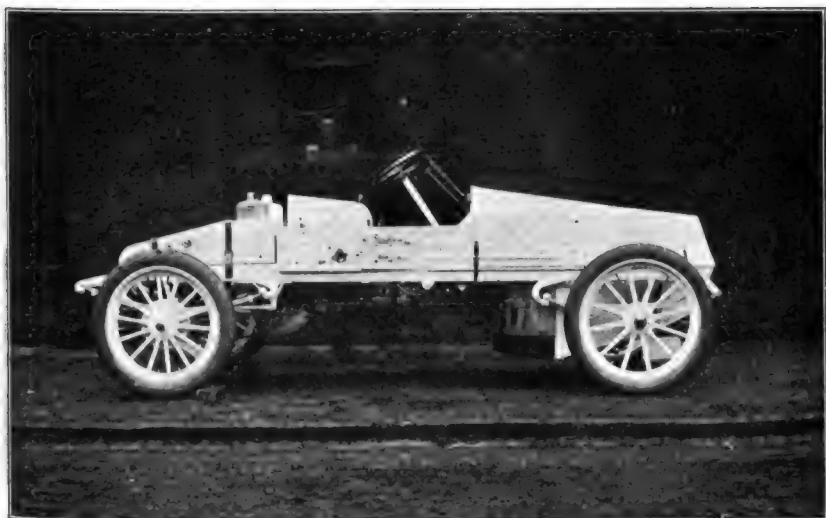
use. Where we cannot buy American materials to meet the specifications of our parent company, we have imported stock from the steelmakers, supplying the latter. Our ball bearings are identical in all respects with those used in the Mercedes, and come from the same makers.

Our model for 1905 will be an exact copy of the 40-45-hp. Mercedes for the same year. We are sparing neither pains nor expense to make it a faithful reproduction in substance, as well as in form, and we believe it will be the first complete replica of a foreign car produced in this country. We expect to have the first cars ready by the end of January.

The White Racing Car

THE illustration shows the racing car which the White Sewing Machine Co. have entered in the free-for-all event at Ormond. The entire mechanism exhibits the characteristic features of the well-known White system of generating and utilizing steam, but the dimensions of all parts are increased, and the arrangement is different from that in the touring car of the same make. The car is a compact, rakish build, and is rated at 40-hp. The generator is placed in front, and the engine is mounted horizontally under the driver's seat, with a central chain drive to the rear axle. The weight of the car is 2,120 pounds.

The car will be driven by its designer, Rollin H. White.



WHITE STEAM RACER

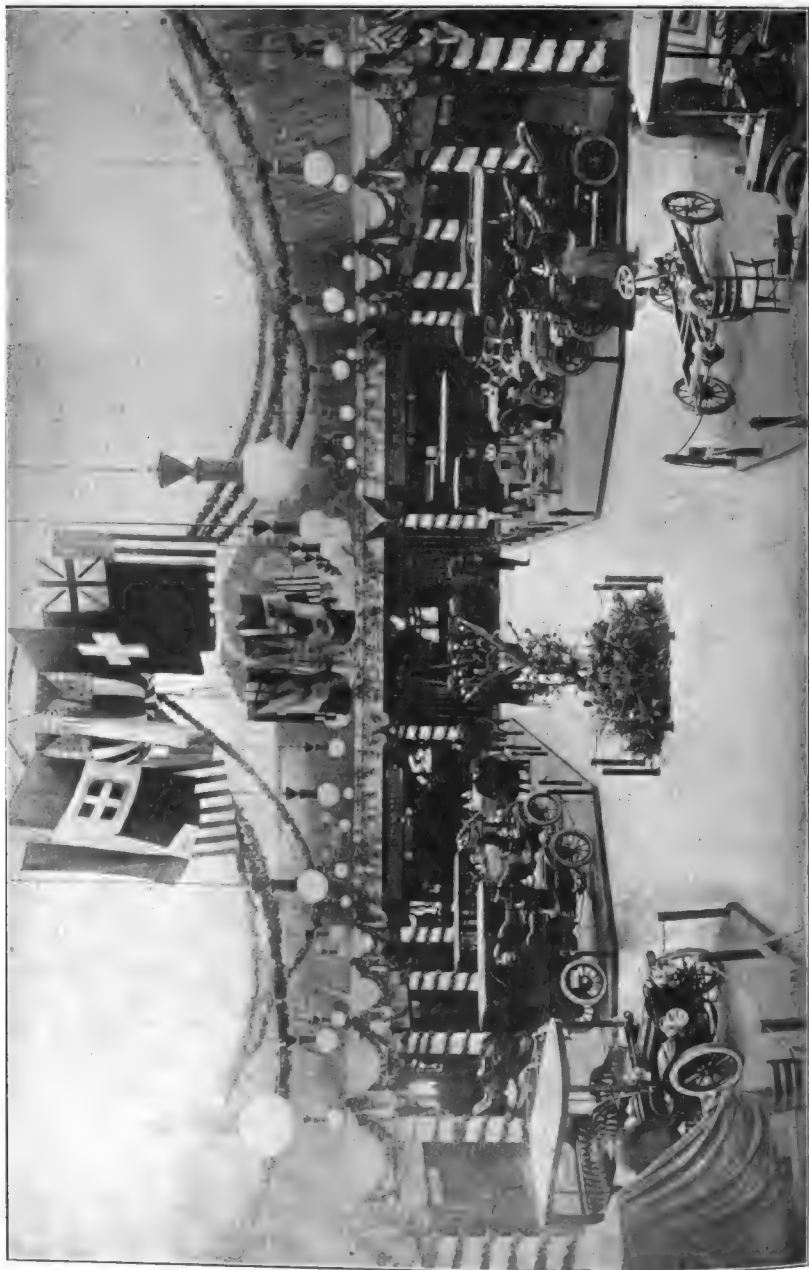
SHAKESPEARE as she is interpreted. A correspondent of a literary journal—a youthful one, no doubt—thinks that Shakespeare had a “prevision” of electricity when he wrote:

“I’ll put a girdle round about the earth
In forty minutes,”

and of photography when he wrote:

“The glorious sun
Stays in his course and plays the alchemist.”

The correspondent asks where he can “substantiate” this, says the *London Globe*. We cannot tell him, but we believe that the plays contain equally irresistible evidence that Shakespeare kept his motor car.



IMPORTERS' SALON—CENTER OF MAIN AISLE

The Importers' Salon

Second Notice

THE Importers' Salon, showing twenty-three makes, while not representing all of the great foreign makers, was certainly typical of the best European practices and products—England, France, Germany, Belgium, Switzerland and Italy being well represented, France especially so.

Not all of the cars, however, were of the 1905 models, a few of them being of the 1904 type, and, sad to say, a few of them were of the vintage of 1903. As a disclaimer, this is said, however, merely to be precise rather than to disparage. The man who goes to an auto show certainly goes there to see the latest types, not a collection of back numbers for sale.

The Importers' show has been well named, because it is really a show of importers or agents only, not the direct show of the makers. Such a show differs largely from a National show, because the National show is a show of the makers directly to the general buying public, acting, therefore, directly as an advertising medium for the benefit of the makers' agents.

The National show produced what the showmen call a large gate: the Importers' show, as was expected, did not produce a large gate, so that the expenses of the Importers' show must be met directly by the exhibitors, by the direct results of sales of their cars to users only, as the importers themselves do not sell to agents.

To the died-in-the-wool enthusiast who revels in the mechanism of the modern auto car the Importers' Salon was indeed a pleasure, its quietness, its calm, and the apparent leisure of it all added to this effect. It certainly was not a show for the masses, the *hoi polloi*, but it is a question if, after all, whether this type of show is the one to encourage the use of the automobile, among what Abraham Lincoln has called our common people, "the backbone and sinew of our country."

It might seem to the unbiased observer who is sailing in an airship over the glass dome of the Herald Square Exhibition Hall, as if an attempt had been made to separate the masses from the classes, which might produce an antagonism which is not desirable in so great a cosmopolitan city as New York.

Leaving out the decorative features of the show, which, after all, are merely spectacular, adding to the *tout ensemble*, let us turn at once to the mechanical features, their tendency, and the mechanical details of the various constructions, which, after all, are the Genesis of the show.

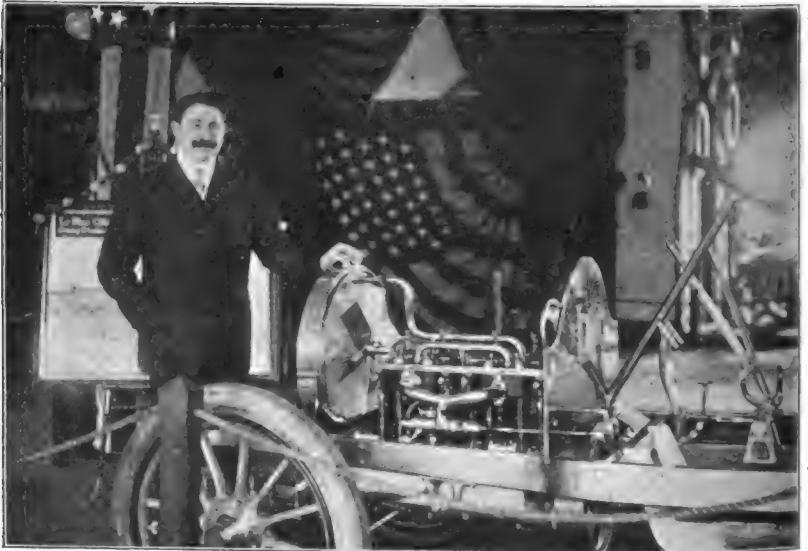
The day of the rear door entrance tonneau is a thing of the past, the side entrance idea now being supreme. It is also evident that the open-air idea of the automobile has expanded into a closed coach body type. All of this, of course, means increased cost, increased weight and stronger and heavier chassis, and either more power or less speed for the car. If power is not increased in proportion to the weight of the body, why, then, the excess speed-limit bugaboo has been emphatically silenced by the men of the auto themselves, without recourse to motor-phobe legislation.

The text and the illustrations combined, while taking up a large amount of space regarding body construction, have been elaborated purposely because the shape and size and style of the body have influenced automobile construction more than the shape and size and style of the chassis have influenced body construction.

AUTOMOBILE TOPICS

Hence it is now an axiom in automobile construction that a sound body needs a sound chassis, otherwise, if the foundation is not well built, then your auto-house, as a limousine might be well termed, is built on a foundation of sand.

It has been deemed wise to describe the body construction of every make separately, leaving the chassis details to be also reviewed later. After all, if there is any one thing that the French automobile makers especially are well advanced in, and they predominate the show, it is in body construction. The foremost carrossiers of Paris have always been employed by them, making themselves really a separate branch of the industry and giving the French industry the benefit of the wisdom of ages as followed out in the best products and practice of their coach builders.



HENRY FOURNIER AND THE HOTCHKISS CHASSIS

It would seem, at least, as if the foreign makers had learned there must be more clearance between the axles of the cars for American use than in those heretofore sent over, and all the foreign cars, notably the Richard-Brasier, have now greater clearance room.

The tendency toward the use of ball bearings, which was noted at the Paris Salon, is extremely interesting and shows how we are leaning toward this great desideratum.

Some of the chassis shown are not highly finished at all, being simply covered with a coat of rough stoff paint.

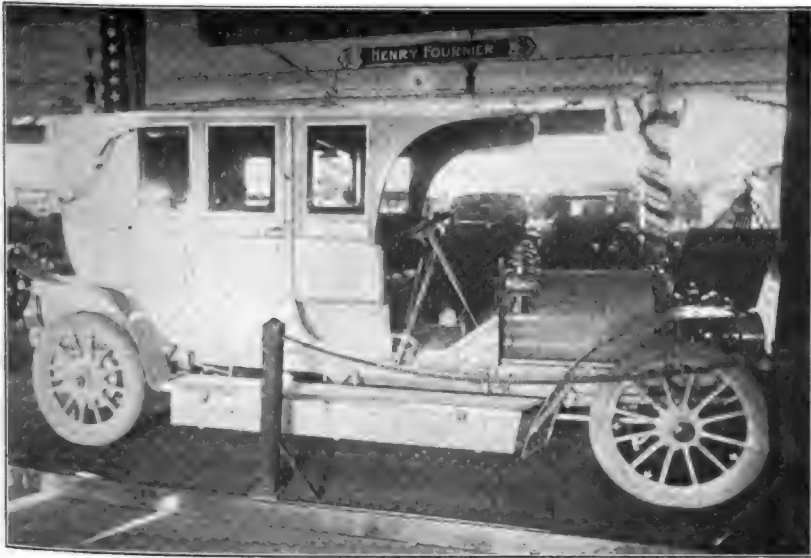
Regarding transmission devices, of course, all the foreign makers use the sliding gear type. The gear pitches are large and the edges of all of the movable gear wheels are chamfered without exception, so as to provide easy interlocking without damage to the teeth, or else they might chamfer themselves in use, which would be a barbarously unmechanical way of easing them up.

AUTOMOBILE TOPICS

Nearly all of the chassis shown have the wheels varnished on the wood, for exhibition purposes only, the completed cars showing nothing but painted wheels, however.

Six makes of tires are shown, including the Michelin, Continental, Peter, Sampson, Marquise, the new Auto Skid, the leather tread tire, with very strongly riveted steel heads. L'Empereur metal anti-skid device is also shown.

Regarding the material used for body construction there appears to be a wide variation. Quinby, the leading American body maker, whose bodies are largely used on the imported cars, makes them wholly of aluminum. Kelner, of Paris, constructs them of wood for the straight, and of aluminum for the curved shapes. Rothschild also uses both wood and aluminum, but more particularly aluminum in a composite form.



HOTCHKISS LIMOUSINE LANDAULETTE

Entering the show from the Thirty-fourth street side, the first and most striking thing seen is the limousine landaulette Hotchkiss, exhibited by Henri Fournier, a cream white body with pearl mouldings, linings and fenders matching the body in color. The side lights are of beveled plate glass, and the back part of the top is of the folding leather clash type. The door, a full length one, is of the regulation coupé type, access being easy by a broad running footboard, which also serves a double purpose by having a locker attached underneath it: a pair of folding seats is provided, the upholstery being in light coach cloth, with coach lace trimmings figured in black thistle. The whole effect of this car recalls some of the old time fairy tales, or, later still, the Louis XIV. period.

AUTOMOBILE TOPICS

J. S. Heller showed two beautiful models of the well-known Pi Brussels, Belgium, both of the limousine type, and both of them dark blue, with black mouldings and red lines. One of the types D'Ieteren Freres, and the other by Lucien Snutsel, Brussels. The lining is of French patent leather, with coach lace trimmings to match. The tables are arranged in front of the rear seats; it also contains drop lights, dainty toilet sets, bijou editions of card cases, memo. book, clock, and also all the needful accessories to a lady's traveling or smelling salts, powder-puff cases, etc. The coach itself is a regular effect in every sense, a wine closet, combined with tool chest, filling in the rear between the chassis and the swell of the body. It has the wire frame luggage carriers on the top; all the windows can be dr



THE PIPES

sight, making it almost an open car with a top. The broad fenders of course, with a running board, such as are used on open trolley cars with a rubber mat and brass binding.

The Snutsel coach is also upholstered in dark blue patent leather trimmings, its interior arrangements differing somewhat slightly from D'Ieteren. They certainly represent the extreme type of the coach and are a credit to the city of their birth, it not being heretofore so common for Brussels coachbuilders to vie with the Parisians.

Continuing down the line, the Auto-Import Co. showed a Roadster from Lyons, France, a limousine, and a limousine made by Kelner & Co. of France, which, however, is a last year's model, having been used

AUTOMOBILE TOPICS

customer simply as an exhibit, and Mr. Jefferson Seligman's double phaeton, with double victoria top, a pearl gray body trimmed in leather to match, made by Moore & Munger Co.

A folding seat is provided and side entrances having a large shield-shaped door with double step and a broad running footboard, which is connected to the fender only. The body is striped with gold, the remainder of the trimmings, of course, being brass platings.

Turning the aisle at a sharp right angle at Thirty-fifth street and Broadway were found side by side W. Gould Brokaw's little 35-hp. racer and Mr. S. B. Stevens', of Rome, N. Y., 60-hp. Mercedes, not new, of course, but good. On the Corree Automobile from Paris was shown a Rothschild body of the latest type. The tonneau is of the low back type, which is evidently coming to the front on the other side, in appearance somewhat like the high-backed, bulging King of Belgium body, which has been such a reigning fad there, but modified in height and bulge. The fenders are not connected by the conventional running board, but both entrances have a broad iron step, leaving an open space between these steps. This type of open car with its enormous amount of foot room, side entrances and low back will undoubtedly be a feature in body construction here as abroad.

Norris N. Mason showed a body made by Leon Bollée, of Le Mans, France, the *pièce de résistance* of the exhibit, a Berlin limousine built for Alfred Gwynne Vanderbilt, and the car is indeed "linked sweetness long drawn out," having a measurement of three metres from the dash to the end of the chassis, the wheel-base being 132 inches, possibly the longest ever built. Its color is black, with canary running gear.

The enclosed portion of the car is done up in white broadcloth; the front seats revolve, the rear seat being, of course, of the long sofa shape for three persons; it is lit up by two electric dome lights and heated by electricity by means of an electric mat. A broad running footboard provides easy access, and the front seats are exposed and upholstered in black patent leather.

Another Bollée was a double phaeton body, made by LaBourdette, with victoria folding leather top; the body is a dark green with black mouldings and red lining, spaced off with vertical stripings, the running gear being a plain red. So far as wheel base and length is concerned, this car is just the opposite of the Alfred Gwynne Vanderbilt car, because this car, while it has side entrances, only has a 96-inch wheel base, and can be used in dense city traffic, owing to its facility in being turned around under its own length.

The statement that such a short body is provided with side entrances is best explained by saying that the front seat is divided into three sections, so that while both side entrances may be swung forward at the same time on their segments, there is enough of the circle left for the driver to maintain his position behind the wheel, at the same time maintaining control of the car. The fenders are connected by the usual running side board entrances.

The car itself is superbly upholstered in black pebbled leather, being plainly intended for road use, as an open car.

George W. Condon showed a La Minerve car from Billancourt, France, with a side entrance tonneau, made by the American makers, L. Lawrence & Co., of Newark, N. J.

AUTOMOBILE TOPICS

It is best described by saying that it is of the familiar King of Belgium type, with its high back and bulging side, but with side entrances, the entrances being provided with a single step to the front seat and a double step to the rear of the body, the fenders not being connected.

The rear of the body has three brackets, one from each side of the body irons, the third one in the middle of the body, which carries an extra.

It is an original idea and the only one in the show.

It seems like carrying coals to Newcastle for an electromobile from London, England, to come to New York, where electric carriages have so long been the vogue—but one cannot help but admire the temerity of the man.

This may be partly explained by the list of titled owners who use this car in London.



A DELAHAYE

The body is called the single landaulette, having a folding top which lets down in a few seconds entirely out of the way, and broad, gracefully arched fenders of the victoria style cover both sets of wheels.

The body was made by La Bourdette.

An artistic feature of the body is the gracefully lined and curved double patent leather dashboard.

It is upholstered entirely in dark green leather, the entire color scheme of the carriage being dark green with a black running gear. The batteries are under-slung and weigh under half a ton for the 44 cells. The average battery weighs about 2,200 to 2,600 lbs., so that the gain in speed that is claimed for this carriage is possible, its power not being eaten up by carrying itself. The ordinary battery

AUTOMOBILE TOPICS

resembles, from an economic power point of view, a man trying to lift himself up by his boot straps.

A delightful feature of the body arrangement is the depth of the body and the fact that the driver is never in the way of the occupant of the coach part.

The fender is hinged at the front seat so that the driver uses the hub of the wheel as a step, and an extra step is also provided.

The car as shown has been used for about eighteen months, and nearly all the prominent society women in New York have ridden in the car and admired it, as the guest of Albert Stopford, Esq.

The famous Delahaye from Paris was shown by L. J. Gaugler.

The body is a modified form of the King of Belgium type, side entrance variety, new model, the door opening toward the front, the body having been made by Alfred Belvalette, Champs Elysees.

In color the car is a superb cardinal, the mouldings being in red, with running gear to match.

The car itself is beautiful, being upholstered in red enameled vache (cow) leather to match.

The front seats are of a modified bucket shape, the rear seat being, of course, continuous. The folding victoria or clash top adds to the comfort of the tonneau at all times.

The running footboard, however, is not connected to the front fender, as is usually done.

The wheel base of this car is 106 inches.

Messrs. Palmer & Christie showed the Martini, Switzerland, of St. Blaise, Switzerland, showing a side entrance tulip body made by C. & R. Geissberger, Zurich.

The body is painted Brewster green with black mouldings and outlined in bright canary striping. The upholstery is dark green pebbled leather.

The front fenders are original, being continued over and attached to the frame, so that no dust or mud can reach the bonnet of the coach.

The fenders are connected by a regulation running footboard, access being had to the body by a broad shield-shaped door and a double step.

The side-chain drive necessitates a double step.

The gasolene tank is in the frame and the driver has access to the tool outfit from the rear, and a special luggage carrier is attached to the rear of the body and is large enough to carry a steamer.

It would appear that nearly all the foreign makers are extremely partial to the use of wooden fenders, which the American makers are not. Wooden fenders, if made of the right material, are always preferable on account of their noiselessness to fenders made of metal of any kind.

J. N. Quinby & Co. are showing on a Decauville chassis, a touring limousine, with swinging seat, front entrance, a separate single step being provided with aluminum fenders.

The body color is of a deep rich carriage part lake, commonly called maroon, the mouldings are in black, the running gear and frame of the chassis being done up in a brighter shade of vermilion.

The upholstery is of a very deep shade of wine-colored leather.

AUTOMOBILE TOPICS

The front seat, which is apparently a continuous one, is hinged on the outside, and bisected in the center. A double spring lock conveniently arranged through a hand hole in the flap of the seat releases or engages the seat in position at will.

The seat, which is hinged so as to turn outwardly, affords broad access to the rear of the coach by means of a front door, which is upholstered on both sides to match the rest of the upholstery, answering thus a double purpose.

The body of the coach is upholstered in a deep wine color broadcloth, with coach lace trimmings to match, the top being upholstered in tufted satin to match with a center electric dome light.



INTERIOR VIEW OF QUINBY BODY

The windows are either hinged or made to slide out of the way so as to make the coach an open one. The rear seat, of course, is a continuous one.

This car may well be termed a traveling boudoir, so complete is it in its details and appointments. For instance, it contains, bound in seal leather, a sewing case, writing cabinet, visiting and playing cards, manicure set, button hook, shoe horns, silk shoe laces, folding drinking cup, sterling silver comb, whisk broom, tooth brush and case, speaking tubes, case for holding jewels. These are, however, only the minor conveniences. The major conveniences are, after all, the most interesting.

A fifteen-gallon tank of water provides water for the folding lavatory, in the rear of the chauffeur's seat, which drops down. It has a folding mahogany table, useful for multiple purposes. A distinctively original feature is a large size roof mirror concealed in the roof.

AUTOMOBILE TOPICS

A baggage rail is provided for on the top, which will carry two good-sized steamer trunks. The total seating capacity of the car is for seven persons.

The points thus reviewed, and tool box and drawers contained in the front seat, and other cabinet toilet conveniences, make this limousine the *clou* of the show.

A careful inspection of the list of cars shown at the Paris Salon does not show any one car on record as being more completely equipped than this one, and while it is true that this car was not shown at the Paris Salon, it is here in competition with the best efforts of the foreign car builders and carrossiers, and in perfect frankness and without affectation, it may be bluntly stated that they do not outrival it in its details, nor in its finish and construction.

How close and keen is the competition between Messrs. Quinby & Co., representing the American carriage makers and the foreign makers, may be commented upon here by the fact that ranged alongside of it is a Mors chassis fitted with a body from the atelier of J. Rothschild Fils of Paris.

The American Peugeot Automobile Co. are showing the famous product of Peugeot, of Lille & Agincourt, the body being built by the Peugeot Co. This has a pivoted front seat, the left seat swinging inwardly. The back is of the broad, non-bulging type, low back style, which, as has been before remarked, is so popular in France. A short and broad running footboard connected to the rear fender only provides easy access to the front seat; and the second step device further tends toward permitting easy access to the rear.

The body is of a rich, deep blue black, with black mouldings and pale ivory white striping, the running gear being also done up in ivory white. The upholstery is the usual form of high grade black leather, the front of the rear seat being raised and tufted for about five inches, the remainder of it being perfectly plain, the object of this being to afford a firm seat hold while the car is in motion.

This original idea of trimming the back seat was found to be much more comfortable on trial than it looked to be from the floor, and it is apparently a practical idea. The front seats have the same method of upholstering.

E. M. Voight is showing the product of the C. G. V. of Paris. These cabalistic initials stand for the well-known firm of Charron, Girardot & Voight, Mr. E. M. Voight being their representative here. He showed a King of Belgium type body with long wheel base chassis of about 98 inches; the side entrance is provided for by a long running footboard and an extra step, about 12 inches above it, slightly lower, however, than the body floor of the car. The noticeable feature of this body is the length of leg room between the front and rear seats. As a matter of fact there is apparently room for a third seat between the two, but the distinctive idea is to carry a consignment of luggage in the space while touring.

The body is of a deep, dark blue, with white lining. The upholstery is of leather to match. The body is from the hands of Rothschild.

Another type is a Mulbacher body, a four-seated landaulette.

A landaulette may be best described by saying that the enclosed front is always stationary, while the back and top may be folded down, on the style of the victoria top, the main difference between the landaulette and the victoria type being that the victoria type is entirely of leather, while in a landaulette the main top itself is

AUTOMOBILE TOPICS

of wood, hinged in the center. The motor is under the seat of the driver, thus gaining two feet in length, and providing a very short wheel base, which is certainly convenient for city use.

Black patent leather stitched fenders are provided.

This superb coach is dark green with black mouldings and red stripe, the upholstery being in dark green leather coach lace to match.

The back of the coach is used as a tool box, room on top being left for hamper purposes, if need be.

The body seats four persons comfortably, besides two on the driver's seat. The driver's seat is hinged so as to turn over forward, so as to make the motor readily get-at-able.



MERCEDES

A straight front dashboard, a novelty in body construction, serves a double purpose by containing the gasoline tank and oil devices, and were it not for the large brass (alpha) acetylene lamps and the water-cooling apparatus in front, the design would be taken for a regulation horse-drawn coach, which it closely resembles.

At first sight it might be said that it looks almost like an electric coach. Its makers say that it is as smooth running, with a longer distance radius than any other electric coach ever made.

The Mercedes cars from Cannstadt, Germany, are shown by Smith & Mabley, Inc., who are the local distributors by arrangement of Allen, Halle & Co., the representatives of C. L. Charley.

A side entrance body is from the hands of A. Vedrine et Cie., Paris.

AUTOMOBILE TOPICS

It is of a deep maroon color, with mouldings to match in fine black stripes, the car being painted a bright vermilion.

The top is of the detachable canopy type with hinged front and rear glasses. The upholstery is dark maroon pebbled leather, although the car, as shown, has seats of detachable waterproof dust covers, for use in dusty and wet weather. Side curtains are attached, rolling up out of the way when not in use. The tonneau part of the body is of a modified King of Belgium shape, being like nearly all the Paris bodies, and containing a great amount of foot room between the front and rear seats. The side doors are of the popular shield shape entrances, entrance being by the usual broad running footboard, with an extra step added over the chain case. A pair of basket hampers on the side look somewhat odd now, very few cars in the show using them at all, the side entrance had not permitting their use in most cases.

Another handsome body is a dark blue modified King of Belgium, having swinging pivot side-seat entrances, from a single step on the side to a second step on the level of the floor platform over chain and sprocket.

The upholstery is of a deep wine-colored leather, and is also provided with a set of stormy weather covers. Like the Vedrine body, the body is of the canopy type and with the same details.

A bright red-colored body by J. Rothschild et Fils has a cape canvas top, gray in color.

This car is also provided with side entrances and a broad running footboard connected with a narrow second step over the chain drive. This car, like the other two described, has wicker side hampers.

A typical Cannstadt body is brought out by the Daimler people. It is a neat, small car of 18-28-hp.; body is deep olive green with mouldings to match, trimmed with black and yellow striping. Broad, black patent leather fenders are provided.

A superb landaulette, finished in Brewster green, has black mouldings and red stripes, mounted on a wine-colored chassis, represents the typical foreign idea of the closed car. The body is by Rothschild, the driver sitting outside, not under cover.

The landaulette is upholstered in black, dull finished popular leather, with dark green coach lace trimmings. A comfortable pair of double seats facing each other are provided.

Take away the motor bonnet and the steering wheel—the body then resembles an up-to-date horse-drawn coach.

In addition to the Mercedes cars shown by Smith & Mabley, they exhibit on a Panhard chassis a body made by the Springfield Metal Body Co., which is painted black, and upholstered in leather of the same color. It is a side entrance type with double step, but separate steps to each side.

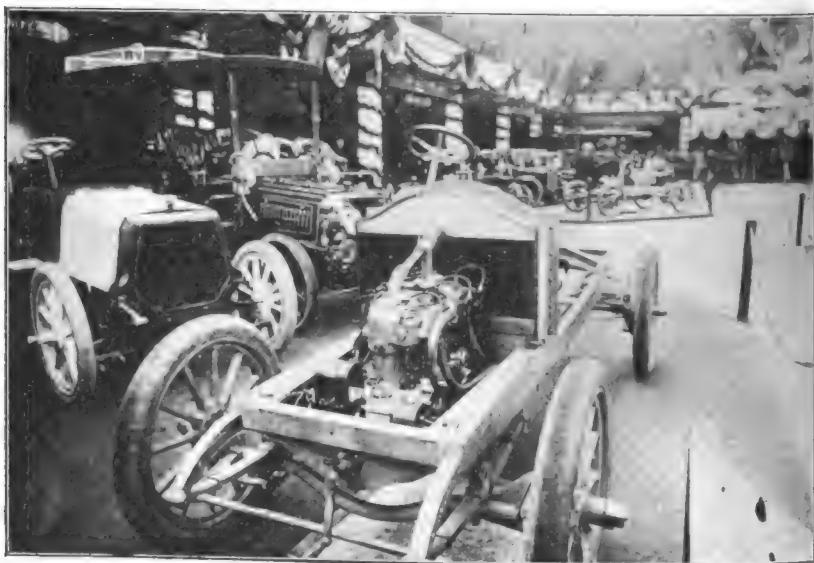
Another chassis has a body by Quinby, which is distinctive, because of the nickel trimmings; even the lamps are nickel plated; the only one of the kind in the show. This body has a rear entrance, and has what is called a touring top with glass back, which is probably the best name for this combination of half limousine and canopy top. The entire color scheme in painting and upholstering is in dark blue, and the car seats seven people comfortably, a double set of seats being arranged in the tonneau.

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Another Quinby body on a Panhard chassis is of the regulation King of Belgium type, but with a side entrance, double step and broad running footboard. The painting and upholstering is in black, with green striping on the body.

A Renault chassis has a Kelner body on the phaeton style with a victoria top; front entrances from pivot seat opening sidewise, the painting and upholstering being both olive green. The Rothschild landaulette on a Renault chassis is a beautiful creation in dark blue with white striping. Both of these last-named cars are, however, fitted with what might be called the 1903 chassis.

One of the late 1904 types of chassis with water cooler on the back of the dash is a Kelner body, side entrance and victoria top. The body in color and upholstering is maroon in shade, with yellow running gear, having a broad running footboard connected to fenders.



RENAULT CHASSIS

E. B. Gallaher, showing the Richard-Brasier, France, has two types of open bodies and one closed coupé.

The bodies made by Botivaux, Paris, have been pronounced by the dilettante who have visited the show as representing in the highest degree the latest type and one that is extremely popular in Paris, and must, of course, therefore, naturally prove so here.

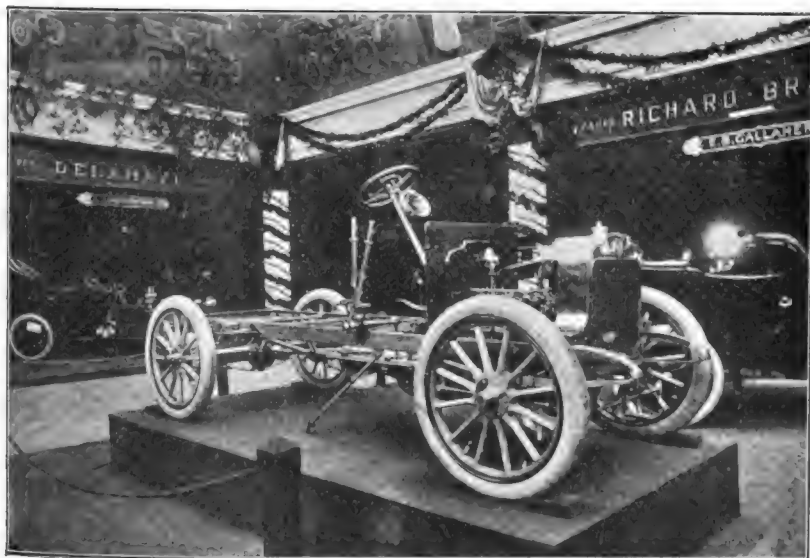
The chief characteristic of this, what might be termed a low back body, with front seats, is its lack of extremely swell bulge of the exaggerated King of Belgium type of car. The amount of foot room between the front and rear seats is so great that it is safe to say that a man eight feet tall could sit in this car and have foot room to spare. At first sight this low back body did not look high

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enough to be comfortable, but a trial of them at once dissipates this erroneous impression. The doors are broad and of the popular rounding shield shape, and the wide running footboard connecting both fenders provides an easy way to both seats. The front seats are divided.

One of the models shown is of the steel gray color, with mouldings to match and bright red stripes.

The other is of Brewster green with yellow striping and dark upholstery. Their 1904 model accentuates the difference between these two types by its bulging sides and high back. This model is done up in a bright red throughout.



RICHARD-BRASIER CHASSIS

On a coupé, with an American built body by Burr Co., of New York, the roof projects over the driver's seat, offering him some protection.

The body color is of a deep Brewster green with black mouldings and red stripes. The fenders are of metal, matching the body, with the usual running footboard, and a second step to provide access to the enclosed part of the body. The extra step is somewhat of a box shape, and has a hinge-folding side drop step to it in addition, which will project over the sidewalk so that the step is considerably shortened thereby.

The car is luxuriously upholstered in tufted black leather, an auxiliary drop seat being provided. This car, the body of which was made to order, has some original features about it, in that the enclosed part of the car is detachable, so that it might be used for a touring car for two, the frame left for baggage carrying,

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or, if need be, a tonneau body can be attached also. This practically furnishes three types of car on one chassis, so that the car can be used as an all-year round vehicle, which the automobile always should be.

Among the new features to be found on the Richard-Brasier car are the following: Ball bearings on all four wheels; half-inch balls, rolling in a plane. Cups and cones are not used. Steering heads have also ball bearings, and ball bearings are used in each of the bearings in the transmission case. The car has been increased in weight, the 20-hp. touring car being approximately 250 pounds heavier and the 30-hp. car 350 pounds heavier than last year. Both the axles have been very materially increased in strength, and elongated. The tires are considerably longer. The Truffault suspension is used on all four wheels. The carburetor is automatic and has a heating device. The brake surfaces have been increased about 25 per cent. The hub brakes are enclosed and dustproof. The handbrake works toward you instead of against you, as it did last year. There is more distance allowed between the notches on the gear-shifting lever, and the foot pedals, instead of being horizontal, are now vertical. The clearance from the ground has been increased to eleven inches. The gauge on all cars is standard American. Chassis have all been increased in length and widened, and all of them allow for full side entrance body. Magneto ignition has been retained. The patent dust-laying device has been retained, which prevents dust from rising in the rear of the car.

Hollander & Tangeman are exhibiting some very handsome bodies on the well-known Fiat chassis, the bright particular star being a Rothschild double phaeton painted bright red, with upholstery to match. It has a victoria type of black leather, the running gear being of black also. A side entrance is provided by a swivel seat on the left, the rear seat being large and continuous, the front seats, of course, being divided. It is one of the most showy bodies of the show.

Another showy body is of a warship gray, a semi-racer, seating two, to which, however, a tonneau can be attached.

William Wallace's white body, made of aluminum, weighing only 150 pounds, is shown reclining upon a pair of wooden horses.

A remarkably handsome carriage body is one of the Leopold design, side entrance, done up in white, with gray leather upholstery, the property of F. T. Bedford, of Brooklyn, N. Y.

All the Fiat cars have four cylinders, which are cast in pairs to which mechanically operated valves are fitted. These cars are fitted with a magneto-electric ignition. This has the advantage of doing away with batteries, coils, etc. The magneto is placed on the right-hand side of the engine and is driven by silent red fiber gear wheels. A genuine honeycomb radiator is fitted, which is a great improvement on the old type, besides giving the car a much neater appearance. This radiator carries very little water, only just enough to keep the engines cool. The water is circulated round the cylinders by a centrifugal pump driven off the half-time exhaust shaft. The flywheel, which is made very large, is fitted with arms shaped like fan blades, and these arms in revolving suck cool air through the radiator. The 1905 clutch is of a quite different type from that used on the former models, the inner spring being now discarded. Several vertical rings are alter-

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nately joined with the outer box and the central hollow cylinder. An outside spring holds all these rings tightened together and the gear box is consequently connected with the motor. But when acting with the foot on the pedal all these rings become loose, and the motor is consequently disconnected. The gear of the 1904 model has been entirely remodeled. The second-motion shaft now lies to the left of the first-motion shaft. The gear box has a very large inspection cover, the sliding wheels being mounted on two independent sleeves. The reverse intermediate gear wheel is carried by a rocking arm. The change-speed lever moves forward and backward in either of two alternate slots for the four forward speeds, and has a safety clutch which, when withdrawn, allows it to pass to a third slot for the reverse speed. The gear, counter shafts and axles are all fitted with ball bearings. There are two brakes on these cars. The side brakes are of internal expanding type and are compensated by springs. The foot-brake is connected with the clutch in such a way that it is withdrawn when the brake is applied.

On a Decauville chassis are shown several interesting bodies made by Suet Frères. One, called a half landaulette, in which the entire top lifts off, leaving the closed back only, is done up in silver gray, with a darker gray upholstered stripe, the body color being of blue. It is of the side entrance type, with a continuous running footboard for easy entrance. An extra seat is provided which folds out of sight, a lazy-back sliding down from the roof for comfort. A luggage carrier on the back shows two good size steamer trunks fastened on.

A Quinby body of the landaulette type, done up in dark green, shows up well in comparison with a French body in the booth.

A big red phaeton body has revolving seats so that eight people can be carried comfortably. Another Suet body is called the De Luxe. It is a touring type, done up throughout in dark green, and has a neat arrangement for the disappearing of seats.

The Quinby low-back side entrance touring car, which has twelve inches clearance from the ground, bears a notable resemblance to some of the best efforts of the foreign makers in this type.

On a De Dietrich chassis is shown one of the wonders of the show, a Palace car, made by Audineaux Martin, of Paris. It has a rear entrance with four revolving chairs, and two cabinet ice boxes, one on each side between the chairs. The tops of the cabinets can be used for a writing desk and cigar buffet. Electric lights and annunciators are furnished, and the car is beautifully draped with rich green plush curtains. The entire interior woodwork is of light sycamore, with mahogany marquette work. The front seat has a canopy over it for protection. The body is painted a rich black; the sides of the enclosed portion have one long window on each side, the four corner windows being of the rounded shape, making the corners particularly graceful.

A De Dietrich body, of their own make, with an open top, made for especially fast work, has front entrance and a swivel seat. The body is done up in dark green, with leather hampers on the sides.

A luxurious car, the body made by the De Dietrich Co., is a limousine with side entrances and continuous fenders, the body being black, with fine white striping. The upholstery is of pearl gray coach cloth, trimmed with striped silken

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bands of coach lace to match. An extra pair of drop seats is arranged; the front seats are of leather.

The Central Automobile Co., representing the English Napier and the great French Mors product, are showing three different types of Mors products and one Napier, the Napier not being really a show car. The Mors all have J. Rothschild Fils bodies.

A unique and original car is one of these Rothschild bodies, and might well be termed a modified compromise between a canopy type car and a limousine. A closed front may be lifted up out of the way, but the glass in the back is fixed.

The body, as illustrated, shows extremely graceful lines and might be best described as a double King of Belgium curve with a long, oval closed back, the back being partly enclosed. The seating capacity is for five, and broad side doors swinging toward the front offer what might be called the conventional running footboard running to the fenders, the sprocket hanger and chain being carried back so far in this type of double chain drive that there is no need, as is usually the case, for a double step.

Leather pouches for carrying all sorts of things hang from the back of the front seat; detachable circular front seats are provided. A very heavy baggage rack is provided on the back and a wire rail is arranged for light baggage on the top.

A limousine, seating seven people, with an extra long frame of 2m.60 is also done up in a deep wine color, and bright vermilion gear. The front has an adjustable closed top, so that the driver is protected. The side entrance door is broad and long, with a single step to it. A single step is also provided for the entrance to the front seats, both steps being connected separately to the mudguards, but not connected by the usual running footboard. The upholstery is a mixed stripe of brown and gray goods of beautiful texture, with bands of coach lace having white edges and raised filigree over the white. Folding seats are provided with cloth backs to match the upholstery and having open cane work bottoms. These seats can be folded out of the way and are held in place by a powerful spring. It may be frankly stated here that possibly no car in this country exceeds this car in the beauty, richness and durability of its upholstery. It is a triumph of the upholsterer's art. All the little accessories so dear to the "eternal feminine's heart" when she is out in a coach are provided for, and a netted and corded rack is suspended from the roof of the car to carry light wraps, umbrellas, parasols, canes, etc.

A Rothschild landaulette occupies a place by itself separate from their regular exhibit. The body is painted dark Brewster green with dark bevel and black striping, the running gear being a bright vermilion. Black patent leather fenders with separate steps for each entrance are provided for. The usual frame of glass front folding up out of the way is provided for in the canopy top front. The landaulette top of leather folds back, as does also part of the wooden top. All the windows may be dropped out of sight and out of harm's way, making it then and there an open or a closed carriage at will.

The upholstery is of dark green leather, with bands of coach lace to match; folding cane seat (extra); single step to the main body part.

AUTOMOBILE TOPICS

After a year of studying and experimenting, the Mors Company have produced a chassis which embodies many original features of decided mechanical value, and which they have taken the precaution to closely patent in this country and abroad. The Mors Company are exhibiting an entirely new chassis of 40-52-hp. with the usual vertical four-cylinder motor, the cast in pairs, with water circulation entirely around each cylinder. The water circulation is produced by a positive gear-driven pump, driven from the cam shaft on the intake side. This pump is detachable by loosening one nut and its lock nut. The radiator, which is of the flanged type, is all copper supported by an aluminum frame made from a single casting. The ignition is on the make-and-break spark system, and the current is generated by a gear-driven magneto. The carburetor is absolutely automatic and the mixture is claimed to be absolutely perfect at whatever speed the



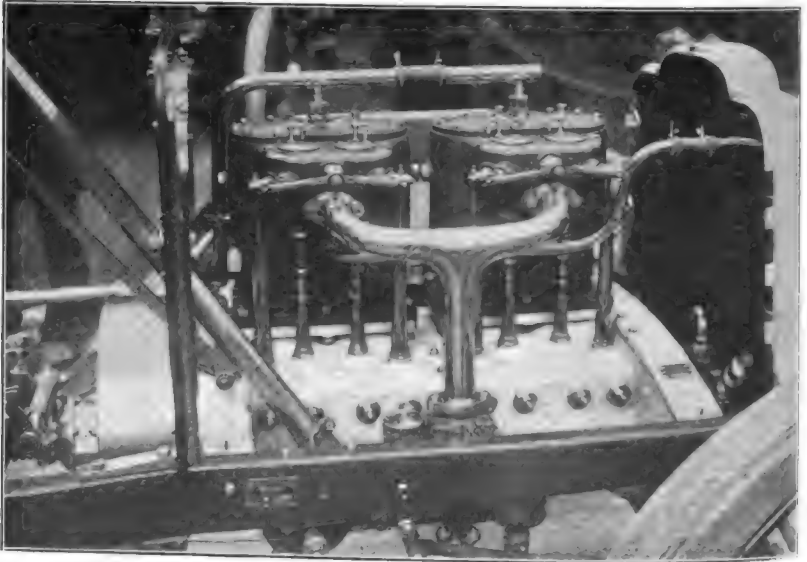
MORS CHASSIS

motor may run. There is, moreover, a novel device by which the second set of inlet cams are to be brought into use, thus enabling the motor to run at a perfectly reduced speed. One of the chief peculiarities of this motor consists of the fact that the crank shaft is placed past the center of the cylinders, thus obviating the strain caused by the explosion taking place with the piston at the dead center. This device, it is claimed, diminishes to a surprising extent the wear and tear on the moving parts. It is consequently possible to reduce the weight of the reciprocating parts by about 30 per cent., an enormous advantage in a motor destined to turn about 1,000 revolutions a minute. The exhaust tubes are all of a generous size and the exhaust upon leaving the motor enters into a square receiving box, which dissipates the heat very rapidly, so that by the time the exhaust has reached the end of the exhaust tubes there is absolutely no back pressure and no noise. The

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lubrication is absolutely positive, assured by a gear pump, which raises the oil from a reservoir to the droppers on the dashboard. This dashboard, by the way, is without any exception the cleanest and simplest which we have ever seen, carrying only the safety cut-out and the oil droppers, which are themselves no larger than the hand of an ordinary man. The motor is fitted with a decompressor acting on the exhaust valves; they have retained their well-known and tried form of friction clutch, considering the safety offered by this type, and its simplicity is absolutely essential, the end thrust being taken care of by a set of ball bearings.

The shafts are fitted with two flexible joints. The transmission gears are cut in manganese steel by some new American gear-cutting machines which cut them as shown, with the corner edges of the teeth chamfered, permitting easy interlocking.



1905 MORS MOTOR

The whole design of the chain-speed mechanism is of the well-known Mors type, with a direct drive on the high speed. The gears are shifted by means of a small shaft containing a pair of crank arms, which have, however, no loose parts which might cause a complication.

The frame is suspended by a patent spring suspension, with a set of three platform springs in the rear. The frame, of course, being the usual pressed nickel steel frame, strongly re-enforced at the corners and the cross frame members. A light pair of thrust rods stays the frame longitudinally.

The machine is fitted with three brakes, a footbrake on the countershaft having an enormous breaking surface on the drum, an exterior brake on the rear wheels operated by the foot pedal, and interior expanding brake on the rear wheels operated by a hand lever, which disconnects and throttles the motor. The

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last named two brakes are of the compensating device, which is also patented, having an equal pressure on both wheels at the same time.

The carburetor is controlled by a ratchet lever and sector on the steering wheel, and also by a foot throttle. The motor has no governor, this being replaced by a device which throttles the motor when the disconnection pedal is operated. An improved steering knuckle is employed, which is really part of the hub, instead of being a part of the axle, as heretofore. The steering gear is fitted with a device which automatically takes up the play of the worm and sector.

At Sydney B. Bowman Co.'s exhibit, the main feature is a modified King of Belgium, side entrance body by Clement, Paris. It has a coupé top of mackintosh material. This particular body is upholstered to match, with pale lemon-colored running gear.

Another type which will prove popular is a canopy top, with enclosed curved back of beveled plate glass. This body, made by Clement, is also done up in olive green. This car is deep green in color with black mouldings, with pale yellow striping, the running gear being also a pale yellow color. The side entrance has a double step on a connected running footboard.

A brougham seating four inside is painted light maroon, with black mouldings and pale red striping. All the beveled glass windows drop out of sight; the step is an easy one, from a running footboard. It is a typical automobile coach. The inside is of mauve-colored broadcloth with bands of coach lace trimmings. The hinges on the doors are concealed, not showing at all.

F. A. La Roche Co. are showing a Darracq chassis, King of Belgium, tulip limousine, and side entrance bodies all being made by A. Vedrine et Cie.; the most attractive body of the stand being an eight-passenger limousine. The body, which rests on a canary-colored running gear, is done up in olive green with black mouldings and red stripes, the outside seat of leather being green to match the color of the body.

The body upholstery is like on the Rothschild Mors already described, the coach-lace trimmings being somewhat brighter, and having more white in them. A broad rear seat is provided with a smaller seat, somewhat narrower, and is in front facing the rear seat.

The entrance is by a step between a pair of fenders, the car having a broad extra fender, between the front and rear wheels. The car is exquisite in its beautiful rolling lines and general design. The front corner windows are curved, and all the windows have beveled-edge glass so transparent that at first sight it seems as if there was no glass in the body.

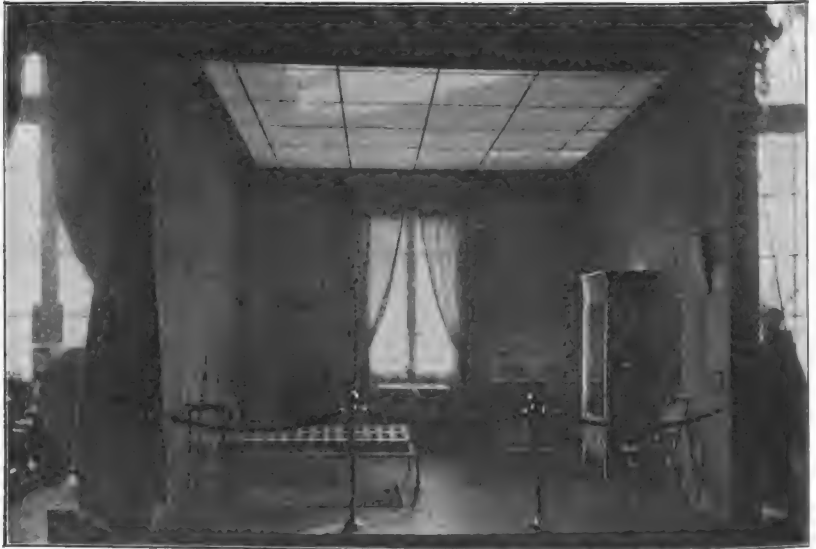
In direct and decided contrast to this big closed car is a little upright single cylinder with a tonneau body and rear entrance. It is one of the lowest power cars of the show, being 8-12-hp., and also one of the lowest priced, costing \$1,700. The bijou body is done up in dark blue with white striping, and is certainly a cute car for the man who wants a low-power, low-priced imported car.

A double phaeton with side entrance is of the popular combination canopy type with enclosed glass back. A tulip body, side entrance done up in red throughout, is of the regular conventional type of car. All these side-entrance cars have broad entrance footboards, wide step and wide doors. The fenders are broad,

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metal and 16 inches wide. It would seem as if the foreign makers are divided as to the question of wood and metal fenders, however.

There are twenty-two different makes of cars represented in the show, fourteen of which are show chassis. Unfortunately, not all of these chassis are of the 1905 type. A very plausible reason given for their absence was that this New York show was held too close to the Paris show to permit of their prompt shipping here. However, some of the foreign makers were evidently more prompt than others. Among those who are showing their new chassis are the Richard-Brasier, Mors, Decauville, Rochet-Schneider, Hotchkiss, Fiat, Gobron-Brillie, Clement, Bollée and Renault.



MODEL HOTEL ROOM FOR AUTO TOURISTS—AT THE SALON

Many of these chassis were fully described in AUTOMOBILE TOPICS' reports of the Paris Salon, and to describe them here again would be, of course, repetitional.

There is strong rivalry as to which one of the chassis might be awarded the palm for superiority in finish, and the question, like every other one, is too bilateral; but the consensus of opinion appears to favor the Richard-Brasier, Hotchkiss, Mors and the Gobron-Brillie as exquisite specimens of the mechanic's art in the way of high finish and detail.

Regarding the foremost of the foreign makers which use pressed steel frames of various designs, not all of them being perfectly horizontal—the Darracq, for instance—has as many curves in and out and down shoots and up shoots as a crack ball-pitcher's throws. The Renault also has an up-curve. The Richard-Brasier is strongly stayed by lateral braces. There is, however, considerable diversity in the method of attaching the body irons and their construction. Many of the body irons are solid, some are somewhat hollow or flanged, others are hollow;

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in some cases they are bolted to the frame, in others they are brazed to it, and in still other cases they are electrically welded to it.

The proper pronunciation of the names of cars exhibited in the Importers' Salon is:

Day-co-veel	Decauville
Fee-aht	Fiat
Peep	Pipe
Rochay-Snyder	Rochet-Schneider
Mer-see-des	Mercedes
Ren-no	Renault
Pan-ar	Panhard
Rhe-shar Brah-zee-ay	Georges Richard-Brasier
Della Hay	Delahaye
Hotchkiss	Hotchkiss
Core	Corre
Napier	Napier
Morse	Mors
Lay-on Bo-lay	Leon Bollée
La-meen-airve	La Minerve
Per-zho	Peugeot
Clem-aw Bay-ar	Clement-Bayard
Darrack	Darracq
Gobron-Brieyea	Gobron-Brillie
Mar-teen-ee	Martini
De Deetrich	De Dietrich
Franklin	Franklin
Berlay	Berliet



Automobile Topics Dejeuner

THE opening entertainment of the long series scheduled in connection with the show was the breakfast given by E. E. Schwarzkopf, president of AUTOMOBILE TOPICS, to a hundred or more prominent automobile owners, club officials, manufacturers, and representatives of the daily and technical press, at the Cafe des Beaux Arts, 40th street and Sixth avenue, last Sunday morning. Distinguished visitors from France and England, officials of the leading automobile associations and clubs of the entire country, of the National Association of Automobile Manufacturers, and of the Licensed Association, well-known manufacturers and dealers, and automobile writers from almost every part of the country, in attendance at the show, cast all cares of business aside and reveled in the good fellowship of the occasion.

The tables, which were arranged around three sides of a square, were elaborately decorated with ferns, flowers, and large confections filled with gateaux and bonbons. At the guests' table, Mr. Schwarzkopf occupied the central place, with Sir Thomas Dewar, M. P., of the Automobile Club of Great Britain and Ireland, upon his right, and Windsor T. White, president of the National Association of American Automobile Manufacturers, on his left. Others at this table were Henry B. Joy, of the Packard Motor Car Company; J. Couzens, of the Ford Motor Company; J. Becker, of the Elmore Manufacturing Company; S. T. Davis, Jr., of the Locomobile Company of America; George H. Day, of the Association of Licensed Automobile Manufacturers; Elmer Haynes, of the Haynes-Apperson Company; President Harlan W. Whipple, of the American Automobile Association; and Ezra Kirk, of the Kirk Manufacturing Company. At the side tables were John Farson, president of the Chicago Automobile Club; E. Schriver Reese, president of the Cleveland Automobile Club; C. H. Gillette, secretary of the American Automobile Association; A. R. Pardington, chairman of the racing board of the American Automobile Association; E. R. Hollander, of Hollander & Tangeman; M. Mors, of Paris, France; A. de Magnin, of the Panhard & Levassor Company; I. H. Page, E. Apperson, H. O. Smith, W. C. Allen, Theo. Draz, H. Eschwege, W. L. Gorton, S. D. Waldon, Percy Owen, J. F. Plummer, E. D. Winans, W. Gray, Augustus Post, Norris Mason, H. R. Worthington, H. R. Lounsbery, Jr., A. Picard, A. T. De La Mare, A. W. Erickson, M. Snutzel, L. Block, W. E. Baldwin, N. Lazarnick, L. A. Hopkins, F. Wagner, W. D. Gash, E. Lillie, Harry Fosdick, Dr. T. J. Martin, F. Armstrong, R. H. Johnston, Carl Page, E. V. Hartford, P. Fogarty, S. W. Merrihew, W. L. Dudley, L. Smith, W. J. Morgan, Al. Reeves, Arthur Jervis, John Wetmore, Col. K. C. Pardee, B. Briscoe, R. E. Jarrige, L. J. Gaugler, Baron Heffer, A. G. Batchelder, John C. Kerrison, F. Ed. Spooner, J. H. Eustis, John A. Kingman, Harry Unwin, J. S. Heller, F. Castle, W. H. Chapin, Ed. C. Broadwell, E. J. Willis, Ch. Kelly, A. Hughes, H. Allen, Malcolm Strauss, A. T. Merrick, R. B. Johnston, H. Githens, J. D. Porter, H. Smith, Wm. C. Barry, Jr., A. Banker, W. Sayle, D. J. Post, C. E. Walker, W. C. Walker, Chas. Hall, J. Gilson, J. H. Robertson, Emil Grossman, C. H. Gillette, J. D. P. Moore, G. T. Stockham, Alf. Wilmarth, A. L. Riker, Thos. Hilliard, J. McCrae, C. B. Shanks, and Roy Chapin.

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The menu of the repast was as follows :

AUTOMOBILE TOPICS DEJEUNER.

Apéritifs.

Hors-d'OEuvre des Beaux-Arts.

Soupe à l'Oignon Passée en Tasse.

Bouchée d'Huitres.

Laubenheimer.

Filet Piqué Bordelaise.

Pommes Rissolées.

Pommery & Greno, Brut.

Paté de Gibier à la Gelée.

Salade Belge.

Pommery & Greno, Sec.

Biscuit Torton.

Petits Fours Assortis.

Pièce Monté.

Crème de Roquefort.

Fruits.

Cognac Fine Champagne.

Moka des Princes.

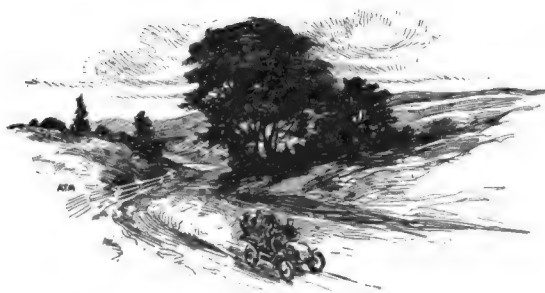
Forbidden Fruit.

Café Des Beaux-Arts, New York.

Le 15 Janvier, 1905.

When the time for speeches arrived, Mr. Schwarzkopf, who acted as toastmaster, opened the speaking by stating that the object of the breakfast was to bring together all the good fellows engaged in advancing the cause of automobilism, users, makers and newspaper men, the latter being one of the great powers for progress.

Speeches were made by Mr. Windsor T. White, president of the N. A. A. M.; M. Mors, the well-known French automobile builder; Mr. P. M. Hilliard; President Farson, of the Chicago Automobile Club, who told of the good health he enjoyed as a result of automobilism; A. R. Pardington, chairman of the racing committee of the American Automobile Association; John C. Wetmore, whose felicitous comments upon the speeches of the speakers who had preceded him elicited hearty applause; and A. G. Batchelder.



New York Motor Club's Dinner to Sir Thomas Dewar, M. P.

ALTHOUGH the inhabitants of these free and democratic United States acknowledge no allegiance to the representatives of the titled families of Europe, they none the less are pleased and delighted to welcome to these shores such men as Sir Thomas Dewar, M. P., who is a true representative of the thorough sportsman. This has been proved again and again, but never more emphatically than it was at the dinner tendered to Sir Thomas by the New York Motor Club, at the new Hotel Astor. Here, in the magnificent dining rooms on the Forty-fourth street side of New York's latest and handsomest of hotels, gathered the bone and sinew of the automobile industry, as well as a representative force of those who purchase and delight in using motor vehicles, for the sole purpose of doing homage to the man from abroad who has placed so handsome a trophy in competition for the mile record. It was a grand tribute to the honored visitor, and all the more appreciated by him owing to the sincere and spontaneous outbreak on the part of the hosts at different periods. Time and time again was Sir Thomas Dewar forced to rise on his feet and acknowledge the informal toasts of the party. This was especially so when the orchestra played "Bonnie Annie Laurie," and the members, with one accord, united in singing that grand old Scotch song; and then again during the playing and singing of "America," which has the same tune as "God Save the King." It was an evening enjoyable in the extreme, and not only did it show the good spirit of royal friendship to the visitors, but it likewise demonstrated the activity of the latest of motor clubs—the New York Motor Club.

While, of course, Sir Thomas was the honored guest of the evening, the club had bidden others to the feast, including A. R. Pardington, chairman of the racing committee of the A. A. A.; President Windsor T. White, of the N. A. A. M.; J. H. Page, of the Stevens Arms Company; D. J. Post, of Post & Lester; J. Couzens, of the Ford Motor Company; W. E. Metzger, of the Cadillac Auto Company, R. D. Chapin, of the Olds Motor Works; J. W. Gilson, Hartford Rubber Company; Ira Bamberg, J. C. Kerrison, E. B. Moss, G. J. Woodward, Louis F. Haffen, J. H. Becker, of the Elmore; F. W. Crane, H. C. Burchell, C. C. Hildebrand, Stevens Arms Company; G. W. Bennett, of the Rambler; and J. S. Bretz, of the Corbin Manufacturing Company.

At the conclusion of Sir Thomas' address the gathering sang "He's a Jolly Good Fellow." President Hyde then informed the guests that all the speakers selected for the evening had experienced inability to keep engagements, so that a vaudeville entertainment was substituted.



Annual Meeting of the A. A. A.

HARLAN W. WHIPPLE'S re-election as president, the appointment of W. C. Temple as chairman of the racing board in place of A. R. Pardington, who declined the renomination, and the rejection of all intermediate mile records made during 1904, were the important actions at the annual meeting of the American Automobile Association and its directors, held on Monday last.

There was no opposition to the regular ticket, and all the officers that will serve in 1905 held the same positions last year. It was reported at the meeting that forty-one clubs now belong to the A. A. A., with a total membership of 4,000. There are also 200 individual members.

The old racing board reported that they had decided to reject the intermediate miles made by Oldfield, Keyser and others last year, and that the accepted mile figure is 53 seconds, made by Oldfield at Los Angeles, December 21. They recommended to the new board that no intermediate mile times be accepted in the future. Oldfield's record of three miles in 2m. 39 4-5s., of nine miles in 8m. 4s. and fifty miles in 1h. 12m. 40 3-5s. were accepted. The one-hundred mile record made by E. H. R. Green with a Pope-Toledo racer at Dallas, Tex., was recommended for acceptance by the old board.

The members of the racing board for 1905 are: W. K. Vanderbilt, Jr., T. M. Hillyard and George Isham Scott, of New York; H. L. Bowden and William Wallace, of Boston; George L. Weiss, of Cleveland; F. C. Donald, of Chicago; R. L. Lippitt, of Providence; E. H. R. Green, of Dallas, Tex. Technical advisers—A. L. Riker, E. T. Birdsall and Roland White.

The officers elected were: President, Harlan W. Whipple, Automobile Club of America and Automobile Club of New Jersey; first vice-president, John Farson, Chicago Automobile Club; second vice-president, Judge William H. Hotchkiss, president of the New York State Association of Automobile Clubs; third vice-president, Dr. Millbank Johnson, Los Angeles (Cal.) Automobile Club; secretary, C. H. Gillette, Automobile Club of America; treasurer, George E. Farrington, president of the Automobile Club of New Jersey. Directors: Elliott C. Lee, Massachusetts Automobile Club; William C. Temple, Pittsburg Automobile Club; Dave H. Morris, Automobile Club of America; A. R. Pardington, Long Island Automobile Club; R. L. Lippett, Rhode Island Automobile Club; Windsor T. White, Cleveland Automobile Club; E. M. Steck, Florida East Coast Automobile Association.

Albert R. Shattuck was elected chairman of the Good Roads Committee; Augustus R. Post, chairman of the Touring Committee, and James B. Dill, chairman of the Law Committee.

SINCE the passage of the New Jersey automobile license act on March 23, 1903, 7,820 motor vehicles have been registered in the office of the Secretary of State in Trenton.

Banquet of the American Automobile Association

THE banquet which took place in the Astor Gallery on Monday night was presided over by Harlan W. Whipple, president of the organization, and among others at the speakers' table were Winthrop E. Scarritt, first president of the Automobile Association of America; Dave H. Morris, president of the Automobile Club of America; Sir Thomas Dewar, John Farson, president of the Chicago Automobile Club; Judge W. H. Hotchkiss, president of the Buffalo Automobile Club; Elliott C. Lee, president of the Massachusetts Automobile Club; Dr. W. E. Millbank, president of the Albany Automobile Club; W. C. Temple, president of the Pittsburg Automobile Club; Asa Goddard, president of the Worcester Automobile Club; E. Schriver Reese, president of the Cleveland Automobile Club; Dr. Julian A. Chase, president of the Rhode Island Automobile Club; W. L. Brown, president of the Syracuse Automobile Club; Alfred Wilmarth, president of the Long Island Automobile Club; H. S. Woodward, president of the Rochester Automobile Club; F. E. Constans, president of the Brockton, Mass., Automobile Club; G. F. Farrington, president of the Automobile Club of New Jersey; and Windsor T. White, president of the National Association of Automobile Manufacturers.

Mr. Scarritt, as toastmaster, in a characteristic address, won much applause by the statement that "one touch of automobiliousness makes the whole world kin." Sir Thomas Dewar, in the course of a witty speech, said that he looked to America for a tire that will not burst, a carburetor that will be reliable, and a chauffeur who will work when his master is not looking. He said he had been surprised by the great progress shown in automobile construction in this country and predicted that whereas England now obtains her cars from France, the time is not far distant when she will obtain them from America.

Mayor McClellan expressed his belief that the chief offenders against speed laws are professional drivers, and he cited a case of his own where his chauffeur had been arrested for speeding while he awaited him at a restaurant. He told of a taxpayers' association that had petitioned him for extra police for a certain district of the city to protect the residents from burglars and automobiles. In seriousness he thought that policemen who make arrests for speed violations do not exceed their duty, and he declared emphatically that so long as he remains mayor the speed laws must be enforced.

The mayor also told the two hundred automobilists assembled that what is needed to make the motor vehicle thoroughly popular in this country is a cheap, simple and strong engine and more consideration by the automobilists for the rights of other users of the highways. The former, he predicted, would be accomplished by American capital, brains and genius, and he saw signs of the latter in the actions of members of the A. A. A. and the Automobile Club of America.

Addresses also were made by Messrs. Morris, Temple, Hotchkiss and others. Parodies on popular songs suitable to the occasion were rendered by Miss Laura Deane



N. A. A. M. Smoker

AT the close of the business of the show on Tuesday night, when the beautifully finished machines had donned their night shrouds and looked like ghosts in the somber light of the Garden, the men who had talked and talked shop all day long, proceeded to the "smoker" of the National Association of Automobile Manufacturers at the Waldorf-Astoria. Here they enjoyed themselves as only motor manufacturers and dealers know how. The committee in charge had prepared an excellent and varied program, and to say that every number was appreciated is to put it mildly. From the curtain riser to the very last number there was something doing every minute. No artist appeared without receiving the applause merited by the act offered. The Empire City Quartette made some strikingly good hits in their jokes and jibes and their songs. The Rooney sisters appealed most strongly to the men in a strange city with their clever dances and timely songs. Violet Dale captured the "outfit" by her singing, while Sidney Grant, the monologist, was a close second. The eccentricities of Fleurette De Mar were likewise appreciated. Libbey Blondell held the stage for some time, and his songs were greatly appreciated. La Estitella, she with the long name, was equally long and pleasing in songs and Spanish dances. John Le Clair proved himself a human billiard table in fact as well as in name.

Banquet of the Automobile Club of America

THE Sixth Annual Banquet of the Automobile Club of America to-night, which winds up the week's social functions, will gather a remarkable body of men, prominent in business, invention and finance. Among the speakers and guests will be: Dave H. Morris, Samuel Walter Taylor, William Phelps Eno, William H. Page, Jr., Cresswell McLaughlin, Hon. Chas. F. Warwick, James B. Dill, Winthrop E. Scarritt, Henry A. Van Alstyne, State Engineer; Commodore Frederick G. Bourne, Colgate Hoyt, Col. John Jacob Astor, Hon. John J. Pallas, Park Commissioner; Hon. M. Linn Bruce, Lieutenant-Governor; Hon. Julius Mayer; William C. Gottshall, Thomas A. Edison.

The list of box holders includes: James B. Dill, Samuel T. Travis, Jr., Gage E. Tarbell, W. E. Scarritt, Richard W. Meade, H. M. Belding, Jr., H. F. Cuntz, Col. John Jacob Astor, Dave H. Morris, William C. Gottshall, George H. Day, Clifford V. Brokaw, H. M. T. Beekman, P. F. Collier, Emerson Brooks, T. M. Hilliard, Curtis P. Brady, Charles E. Miller.

The response to the club's invitations shows the great broadening of the public's interest in everything pertaining to the automobile, and the establishment of the annual banquet as a unique function in American life.

THE Paris municipality is continuing the application of the automobile to public purposes, and has decided that all ambulances shall be automobiles. It has also ordered an automobile of great speed for the service of the laboratory, intended to serve for the removal of bombs and other explosives.

Edward H. Cox

EDWARD H. COX, the well-known subject of our illustration, who is now interested in the sale of Mercedes cars through Messrs. Allen, Halle & Co., has served a long and varied experience in the automobile industry from its very inception.

He was born in England, where he was largely engaged, after attaining his majority, in building gas motors for over seven years, bringing to this country the original kerosene-burning engine. During the Spanish war he was employed by the United States Government to instruct the army officers in installing cylinder-fired motors for discharging torpedoes, mines, and submarines of various descriptions.



During the famous endurance run from New York to Buffalo he piloted the Electric Vehicle Co.'s gasoline car mark 8, and was first in the run.

Later, when the unfortunate Gasmobile Company was wound up, he aided the receiver to finish up the stock of goods on hand. As a salesman and promoter of the Peerless Car Company interests he was exceedingly well known from his connection with this company, and is now actively engaged in the promotion of Allen, Halle & Co.'s interest, introducing the Mercedes to well-known society people.

The Mercedes Trophy

ALLEN, HALLE & CO. have on exhibition in the Smith & Mabley space at the Importers' Automobile Salon, the Mercedes trophy, which they are presenting to the winner of the one-mile race for Mercedes cars only, which will be held at Ormond during the festival week. It is in the shape of a panel, 2 feet 9 inches long by 20 inches high, and is a representation of W. K. Vanderbilt, Jr., making the mile record of 39 seconds on Ormond beach last year in his 80-hp. Mercedes racer. It is made of solid silver, and valued at \$1,000. The finest of workmanship, excellence of design, as well as the originality of its form, attract the attention of the racing people who will contest for it.

Mr. E. R. Thomas, Mr. S. B. Stevens and Mr. B. M. Shanley inspected it at the show, and quite a lot of good-natured raillery was exchanged on the probability as to who should be its possessor.



The idea in giving this trophy originated with Mr. Allen. As so many owners of Mercedes cars thought they had the fastest, and as there are a good many owners of 90-hp. cars in this country, Mr. Allen thought one of the finest events at Ormond beach, from a sportsman's point of view, would be a test of skill and knowledge of driving on the same or similar cars of a one-class design. There will surely be six 90-hp. cars entered in the race (a ten-mile straightaway), which will be run in heats of two. The final heat will have three cars in it, the winners of the first heats. Of course, the victor will be the competitor who is able to get greater speed out of his car than his rival, and whose car is tuned up the best.

Mr. B. M. Shanley, Jr.'s, car has been shipped down already, and as it is the present world's record holder of 39 seconds, and is reported to have been going

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faster than ever in the hands of Mr. Shanley, it will take something extraordinary to beat it.

Mr. S. B. Stevens, who purchased the car that Jenatzy drove in the last Bennett race, says that no one would know the car now. The motor is entirely new and the seating arrangements are totally changed, the hood extending all the way to the back wheels. Mr. Stevens' car is already on the course.

Mr. W. K. Vanderbilt's 95-100-hp. car, which was the first entry made at Ormond, has recently been put into racing trim, and had a new body made under his personal supervision by Messrs. Demarest, the well-known carriage builders of Fifth avenue. The seats are flush with the chassis, and the car is painted entirely aluminum color, or nickel-plated.

Mr. Frederick M. Pease, of Chicago, has entered his 90-hp. car, which has the record of 97½ miles on the road at Ostend, officially timed. Mr. Pease's car has been entered, as have the two 90-hp. cars owned by Mr. H. L. Bowden of Boston, and Mr. E. R. Thomas, of New York. Both these gentlemen have recently made some little changes in the adjustment of their cars, which they believe will add considerably to the speed. Taking it all in all, this race should be a very interesting one.

Foreign Records of Cars Flying Kilometers and Standing Mile

ON Saturday, November 25, the following records were made, which are now interesting for points of comparison with the records which might possibly be made during the coming week at Florida.

Both of Hemerey's records were made on the Nieuport-Snaeskerke road, on Darracq cars. This, with the previous records of the flying kilometer at 2 1-5 seconds, 88.76 miles per hour, were also made by Hemerey on a Darracq, thus giving Darracq all these world's records. Summarizing these records, they now stand as follows:

	Standing Mile			Flying Kilom.			Driver
	Time m. s.	Speed kils.	Per hr. miles	Time secs.	Speed kils.	Per hr. miles	
Heavy cars . . . . .	.48½	119.19	77.07	21½	166.22	104.05	Baras
Light cars . . . . .	.51½	112.69	70.03	26	138.36	86.03	Hémery
Voiturettes	1.21½	70.81	44.00	33	109.09	67.78	Villemain
Light cars				25½		88.76	Hémery

AN exciting race was run between a horseman and an automobile in the Avenue de l'Opera the other day, when the famous thoroughfare was crowded with holiday shoppers. M. Maurice Pignon, a well-known horseman, while riding along the avenue, was annoyed by the tooting horn of an automobile trying to pass him. He shouted a challenge for a race to the Gare St. Lazare, and the chauffeur accepted the challenge. As usual, the machine soon distanced the horse, and the animal, in the endeavor to overtake the automobile, slipped and fell. Of course the automobile won.

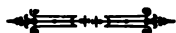
Latest News From Florida

The Southern special of AUTOMOBILE TOPICS, which leaves New York on Sunday, is the most popular way of going to the South. Special arrangements have been made with the Southern Railroad whereby the special will run direct to Ormond and Daytona without change at Jacksonville or St. Augustine, and this means considerable to the tourists. The accommodations on this train are being reserved in such a fashion as to predict that it will carry South the leaders of the automobile world, who must remain here until the close of the show. The Southern is admittedly the best route South, and not only that, but its trains get in on time, which accounts for the selection of that road by AUTOMOBILE TOPICS.

For this year's races the timing is to be done by A. L. McMurtry's electrical timing apparatus. By the use of this device the time for every mile or kilometer of each of the events can be taken, something which has been well nigh impossible heretofore. As it is entirely automatic in its action, there can be no question of the accuracy of the announced records. The tables of the intermediate mile times should prove interesting in view of the many discussions last year regarding fast and slow intermediate miles made in track races throughout the country.

Though the entry fee for each race was raised to \$20, or just double the amount named at first, there are 275 nominations for the thirty events of the week. The entry fees paid by intending contestants amount to more than \$5,000. In all, thirty-four individuals and firms have entered forty-five cars. Many of the individual nominators will drive their own cars. The list of owners and the cars entered are as follows:

W. K. Vanderbilt, Jr., 95-105-hp. Mercedes; Harry S. Houpt, 40-hp. Thomas; Arthur E. MacDonald, 90-hp. Napier; F. A. LaRoche, 40-hp. Darracq; Edward M. Steck, 80-hp. Darracq; Frank H. Croker, 75-hp. Simplex; Standard Auto Company, 25-hp. Standard; George H. Flinn, 60-hp. Mercedes; Pope Motor Car Company, 90-hp. Pope-Toledo and 40-hp. Toledo; James L. Breese, 60-hp. Mercedes; William Wallace, 90-hp. Fiat; Joseph H. Heller, 90-hp. Fiat; Charles M. Wheeler, Electric Vehicle Company, 40-hp. Columbia; the Autocar Company, 10-hp. Autocar; Rollin H. White, White steamer; Peerless Motor Car Company, 60-hp. Peerless; H. L. Bowden, 90-hp. and 120-hp. Mercedes; Louis S. Ross, Ross steamer; Edward R. Thomas, 90-hp. Mercedes; B. M. Shanley, Jr., 90-hp. Mercedes; Isaac E. Emerson; W. Gould Brokaw, 90-hp. Renault; R. R. Kimball; John Caswell; Alfred G. Vanderbilt, 90-hp. Fiat; Olds Motor Works, Oldsmobile; Major C. J. S. Miller, 60-hp. Thomas Flyer; Samuel B. Stevens, 80-hp. Mercedes; Isaac E. Emerson; W. Gould Brokaw, 90-hp. Renault; R. R. and 20-hp. Ford; R. E. Jarrige, 90-hp. De Dietrich; Webb Jay, White steamer; and M. B. Aultman.



The Corinthian Cup

THE illustration shows the cup which Colonel L. C. Weir, president of the Adams Express Co., has offered for the Corinthian race on the Ormond-Daytona Beach. This race is for amateur owners and drivers only. The dimensions of the cup are as follows:

Eighty-five oz. of silver; 60 oz. of copper; heighth, $17\frac{1}{2}$ inches; width of body, $8\frac{7}{8}$ inches; diameter across the top from outside of each handle, $14\frac{1}{2}$ inches; wooden base on which it stands, entire heighth, cup and base, $19\frac{1}{4}$ inches; diameter of wooden base, widest part, $10\frac{3}{8}$ inches.

An Invitation

Oh, why do you stay in the cold, bleak North
 'Mid the ice and the sleet and the snow,
When every day you might sally forth
 Where the balmiest breezes blow;
Where the sun shines bright in the bluest sky
 And the trees are forever green—
The stately palmetto with crown on high,
 The bay with its shimmer and sheen.
The liveoak with graceful festoons of moss,
 The orange with globes of gold;
While the perfume of roses is wafted across
 From gardens where Summer makes bold
Month after month to prolong her stay,
 And to banish the biting frost;
Where bees flit about the livelong day,
 And butterflies, gold-embossed;
Where the finest of beaches doth invite
 To a brisk automobile spin;
Where you may witness a grand, rare sight,
 When Bowden or Vanderbilt win;
Or when e'en the 'gators join the flight,
 As they crank the car with a grin,
And speed along, swaying left and right,
 Like any mad manikin.

Yes, you auto go to the auto-race
 On the Ormond-Daytona beach;
You auto visit that beautiful place;
 Come one, come all, come each,
To swell the crowd with eager face
 Or enter in the world's great race.

—C. D.



FLORIDA AUTO CLUB'S CUP
TIFFANY AND CO, NEW YORK
MAKERS 1905

PRESENTED BY COL. L. C. WEIR, PRESIDENT OF ADAMS EXPRESS CO.,
FOR THE FLORIDA RACES

Records Made at Florida, 1904

Distance.	Driver.	Machine.	Time.
1 Mile.	W. K. Vanderbilt, Jr.,	80-hp. Mercedes.....	0.39
5 Miles.	W. K. Vanderbilt, Jr.,	80-hp. Mercedes.....	3.31 3-5
10 Miles.	W. K. Vanderbilt, Jr.,	80-hp. Mercedes.....	6.50
15 Miles.	H. L. Bowden,	60-hp. Mercedes.....	10.18
20 Miles.	W. K. Vanderbilt, Jr.,	80-hp. Mercedes.....	17.02
30 Miles.	W. K. Vanderbilt, Jr.,	80-hp. Mercedes.....	24.11
40 Miles.	W. K. Vanderbilt, Jr.,	80-hp. Mercedes.....	33.52 2-5
50 Miles.	W. K. Vanderbilt, Jr.,	80-hp. Mercedes.....	40.49 4-5

The mile of 39 seconds was made in a trial against time. Other times were made in races. The best mile in a race was 43 seconds, by Barney Oldfield, although Vanderbilt's 6.50 for five miles is an average of 41 seconds for each mile, and H. L. Bowden averaged 41 2-5 in his 15-mile race with S. B. Stevens.

BEST MILES REGISTERED.

0.39	W. K. Vanderbilt, Jr.,	80-hp. Mercedes.
0.43	Barney Oldfield,	120-hp. Winton.
0.45 2-5	S. B. Stevens,	40-hp. Mercedes.
0.48 3-5	M. G. Bernin,	30-hp. Renault.
0.49 3-5	H. L. Bowden,	40-hp. Mercedes.
0.55 4-5	E. Fredericks,	40-hp. Decauville.

WINNERS AT FLORIDA'S TOURNAMENT.

W. K. VANDERBILT, JR., New York (80-hp. Mercedes).

One-mile invitation; time, 48 seconds.

Five-mile invitation; time, 3.34 3-5.

Five-mile free-for-all; time, 3.31 3-5.

Ten-mile invitation; time, 6.50.

Ten-mile championship; no time taken.

Fifty-mile championship; time, 40.49 4-5.

H. L. BOWDEN, Boston (60-hp. Mercedes).

One-mile (56-second class); time, 48 seconds.

One-mile (1.05 class); time, 52 2-5 seconds.

Fifteen-mile match race; time, 10.18.

Twenty-mile handicap; time, 18.40.

S. B. STEVENS, Rome, N. Y. (60-hp. Mercedes).

Five-mile handicap; time, 4.00 2-5.

Ten-mile handicap; time, 7.28 4-5.

BARNEY OLDFIELD, Toledo, O. (120-hp. Winton).

One-mile A. A. A. championship; time, 46 2-5 seconds.

W. G. BERNIN, Paris (with W. Gould Brokaw's 30-hp. Renault).

Fifteen-mile match race; time, 12.51 4-5.

LOUIS S. ROSS, Boston (6-hp. Stanley steamer).

Five-mile race for runabouts; time, 7.53 1-5.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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The Parting of the Ways

LEAVING out the question of litigation, the first public difference between the licensed and unlicensed makers has come, as has been expected, but over the show question, which was not expected. There are times, however, notwithstanding that a thing is long expected, that when it does come it comes so suddenly as to give a shock. Such a shock was the experience that the public, interested in automobiles, had when it was publicly announced during the week of the show that the future shows in Madison Square Garden would be held under the auspices of the Licensed Association. The shock emphasizes its full force by the logical and obvious conclusion that it means the disruption of the National Association of Automobile Manufacturers, and possibly the forming of a new association of unlicensed manufacturers in opposition to the Association of Licensed Manufacturers. Hence we are liable, hereafter to have three shows at a time instead of two, as we have had for the first time this year. France now holds only one annual show, although for a year or two the French makers were divided into two camps, and held two separate shows. England holds at least three shows in London annually.

It has always been held that a house divided against itself cannot stand. Something must be done, however, to relieve the physical strenuousness of our present show system. If the Licensed Association will hold a smaller, but still a rep-

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representative show, beautifully staged and superbly framed, and covering a period, if not for three weeks, as the Paris Salon does, at least for two weeks, and run it in a dignified, high-toned way, the social side will then predominate, and rival that of the Horse Show, then much good may come from this departure. At present it looks as if we were burning our candles at both ends, and as if a reaction must follow. When things go an abnormal height they must sober down to normal depths again, because industrial conditions resemble the flood and the ebb of the tide in more senses than one. Because the boom of the flood induces capital to enter what seems a remunerative field, over-production is the result, and a lessened price comes as a further result, and loss to all concerned. The laws of supply, demand and price are inflexible.

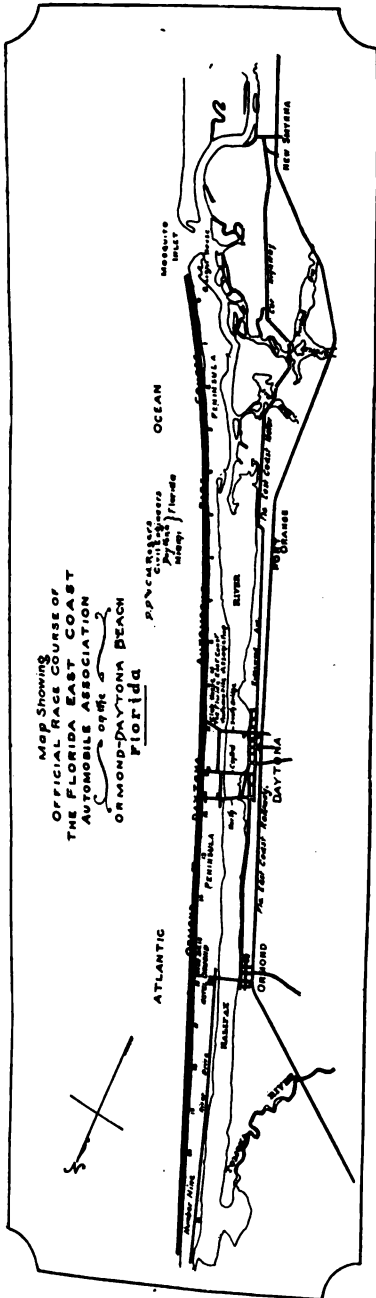
The surprising thing has always been that the public would willingly give up its time and its money for an industrial show so that we must always be careful to put the God of Mammon to one side and put forward in the center of the stage the God of Sport and the Goddess of Society, whoever she may be.

If our shows continue under their present high tension there must be a reaction, a short circuit will ensue, and we will have burnt out our fusible plugs of popularity. Man proposes, but God disposes, and hence it is well to be optimistic and look upon this parting of the ways of the licensed and unlicensed makers as a good thing for the trade, provided it brings with it an increased popularity for the use of the automobile, sane legislation, and a return to quieter and simple ways of achieving publicity for the automobile. So far as the social side of automobilism is concerned in the dissolution of the triple alliance between the makers, the Garden Company and the Automobile Club of America, it may or may not amount to much, according to the way in which the spirit of this move is taken up by the Automobile Club of America and its friends. At present, automobiling, while not really a fad, is fashionably in vogue in the set that composes the Automobile Club of America, and it is not to be assumed for a single moment that the loss of their financial interest and returns of the automobile show would cause them to lose their sporting interest in the automobile.

Welcome, then, the parting of the ways.

IN a case which came before Mr. Justice Darling, in England, to recover compensation for personal injuries and damage caused to a pony trap by collision with a motor car, the following remarkable charge to the jury will show with what fairness judges can put the case to a jury, and assist them in arriving at an unbiased verdict:

"One cannot help being conscious of a certain feeling against motor cars, if one has not got one, and especially if one has horses. I do not know whether you gentlemen have motor cars; I have not, and I do not want one. One cannot help being conscious that, if people have horses, and ride and drive, they dislike motor cars; they dislike the noise, they dislike the smell, they dislike the dust, and they dislike the look of the people in motors. All this makes it the more necessary that we should try to be fair. If one dislikes a thing, one is liable to be easily satisfied that it has done wrong in some way. Try and look at this case as if the vehicles had been two traps."



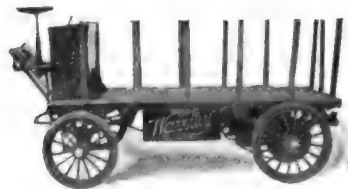
**The work of horses
at less cost**

**THE
Electric Truck**

for commercial use is a
means of economy that
should not be overlooked.
Always ready and reliable.

**We build to order on speci-
fications of the purchaser**

Write for particulars.



POPE MOTOR CAR CO.

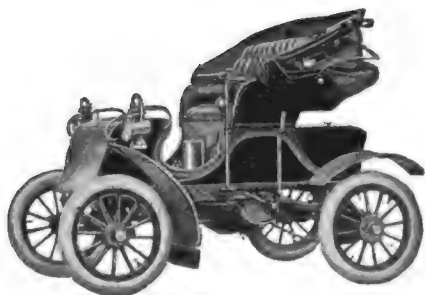
INDIANAPOLIS, : INDIANA

Mention "Automobile Topics" when writing

THE RELIABLE
**WATERLESS
KNOX CARS**

FOR 1905

HIGHER IN QUALITY—



SUPERB IN STYLE AND FINISH

The Knox 1905 two-cylinder (air-cooled) machine is as quiet and as smooth working as any four-cylinder machine with only half its complications.

14-16 H.P. Side Door Tourer	- -	\$1,900.00
14-16 H.P. Convertible Surrey	- -	1,750.00
14-16 H.P. Folding Front Seat Runabout	- -	1,500.00
Single-Cylinder Folding Front Seat Runabout	- - - -	1,250.00

1905 Models are on exhibition at the New York Automobile Show. Will be at Chicago Show.

KNOX AUTOMOBILE CO.

SPRINGFIELD, MASS.

Members Association Licensed Automobile Manufacturers.

Waterless Knox Automobiles awarded **GRAND PRIZE** at Louisiana Purchase Exposition.

When Julia "Motes"

(Two Points of View)

'From the London Truth

A —THAT OF A TOO SUSCEPTIBLE RHYMSTER WHO AFFECTS THE SEVENTEENTH CENTURY.

When in her motor Julia goes,
How soft the air that round her blows!
Just ruffling on her forehead fair
The golden tendrils of her hair.
Bright as the Dawn's first rosy streak,
Blushes through gauzy clouds her cheek
The roguish Loves in eager flight
Are snared within the tangles light
Of filmy scarf, that fluttering floats
When Julia motes.

The Goddess in her dove-drawn car
Less fleet than Julia is by far!
My lady's chariot hath no need
Of peacocks, doves, or prancing steed.
Upon a wheel her slender hand
She lays, and swift at her command
It flashes forward like the wind,
The Gazer turns to look behind,
"Dea in Machina!" he misquotes
When Julia motes.

Thus, like a conqueror, proud and gay,
She drives on her triumphal way,
And binds, despite my fond appeals,
Me captive to her chariot wheels,
While Cupid o'er my anguish gloats
When Julia motes.

II.—THAT OF THE TWENTIETH CENTURY REALIST.

When in her Motor Julia goes,
What smut begrims her pretty nose!
How rough and out of curl her hair!
Her eyes through owl-like goggles glare
Her heralds are the hideous shriek
Of horn and petrol's noisome reek.
We see approach a shapeless fright,
With head in duster tied up tight,
Arrayed in baggiest of coats
When Julia motes.

Mention "Automobile Topics" when writing

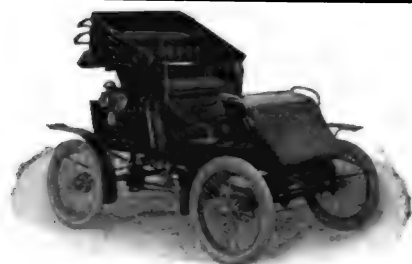
The Scorcher, in his racing car,
Less rash than Julia is by far!
Through streets and lanes at topmost
speed
She loves to dash, and takes no heed
Of regulation or command;
But, scorning those who bid her stand,
Flies onward, fearing to be fined,
And leaves a cloud of dust behind.
We splutter, gasp, and clear our throats
When Julia motes.

Thus, to the wayfarer's dismay,
She rushes on her reckless way,
And crushes, careless of their squeals,
The dogs and hens beneath her wheels.
Her number the policeman notes
When Julia motes.

Auction sales of the odds and ends of second-hand machines left in the hands of dealers have now become monthly affairs in New York. The second one was held on Friday of last week at the American Horse Exchange, and a man accustomed to selling horses from the block was auctioneer. He did not know the difference between a ramshackle steam runabout of the vintage of 1900 and a 1903 touring car of 20-hp. in fair condition. They all looked alike to him, and the sale in consequence was an entertaining matinee of profit to shrewd speculators more than to anyone else.

ARRANGEMENTS have been made to have the largest body of water ever seen under a roof at the Motor Boat and Sportsman's Show, in Madison Square Garden, New York, next month. It will be large enough for short races between motor boats to be held on it.

THE American Power Boat Association will hold its annual meeting next month, and it is said that at that meeting W. K. Vanderbilt, Jr., will be elected president, to succeed W. H. Ketcham, who has held office since the organization was formed.



THE WORTH OF A CAR.

Is best shown by its ability to climb hills. At the hill-climbing contest at Eagle Rock, N. J., last November, in event 10, the \$3000 PRESCOTT was but 2-5 seconds behind an \$8,000 French car, and was 10 2-5 seconds ahead of a \$2,500 car.

40 h.p. Decauville (gasoline), 1 m. 37 1-5 sec.
7 1/4 h.p. PRESCOTT (steam), 1 m. 37 3-5 sec.
15 h.p. White (steam), 1 m. 48 sec.

PRESCOTT

Is a steam automobile which has been proved of superior worth. It is especially adapted for doctors' uses. Quick to get ready; absolutely safe; speedy; will not freeze up; no hand-pumping; has a patent vaporizing device for "firing-up." Built for 2 or 4 people. Has a folding front seat.

Prices ranging from \$650 to \$900.

Catalogue on application.

See our Exhibit at New York, Buffalo and Boston Shows.

PRESCOTT AUTOMOBILE MFG. CO.

90 West Broadway

New York

AUTOMOBILES PEUGEOT

On exhibition at
IMPORTERS'
AUTOMOBILE SALON
New York

PARIS

The product of one of the leading manufacturers of Motor Cars, whose reputation is a guarantee of excellence.

*Positive Lubrication, Ample Road Clearance,
Absolute Protection from Mud and Dust,
Perfect Brakes, Low Center of Gravity,
Trufault Suspension*

(European Patents exclusively owned by the Peugeot Co.)

Absolutely Automatic Carburetor, controlling not only air but also gasoline, giving perfect mixture at all speeds

Two Independent Systems of Ignition. Make and break with gear driven, low tension magneto and jump spark through coil and plugs from storage battery. Either system may be used by moving switch on dash, avoiding necessity of stops on the road for ignition adjustments.

Slow Speed, Noiseless and Flexible Motor. Speeds varying from 4 to 45 miles per hour on direct drive (highest gear) by use of throttle.

Prompt Deliveries. Road Demonstration by Appointment.

EXCLUSIVE AMERICAN REPRESENTATIVES:

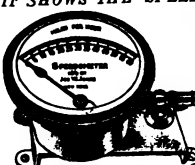
American Peugeot Automobile Co.

PASSAIC, N. J.

Licensed under Selden Patent. Catalogue on Application.

Mention "Automobile Topics" when writing

IT SHOWS THE SPEED



EVERY automobilist is interested in Speed matters—therefore every automobilist should read the "Speedometer"—a little bulletin on the subject.—Write for a copy.—Sent Free.

129 West 32d Street, N. Y.

Mr. Manufacturer:

QYou produce cars. We produce catalogs—the kind which are effective.

QGood cars need good catalogs. You make the one; we make the other.

QWhy not write us, and let us submit you designs.

HARTEL PHOTO-ENGRAVING CO.
37 E. 8TH STREET, NEW YORK

\$900 ORESTMOBILE \$900

Best Car Built. Immediate Delivery.



CREST MFG. CO., 172 Freeport St., DORCHESTER, MASS.

**SEE OUR
PRESSED STEEL FRAMES**

**At the Automobile Show
MADISON SQUARE GARDEN.**

The kind that are made from the highest grade of Cold Rolled Steel under the most perfect condition of manufacture. We guarantee satisfaction. NOW is the time to consider your requirements. Send us your drawings and get our prices.

CLEVELAND CAR SPECIALTY CO.

Case Avenue and Lake St., Cleveland, Ohio

*Coming
Events*

At Home

January 23-28.—Third Annual International Tournament, Ormond - Daytona Beach, Fla.

Feb. 1-3.—Motor Boat Races, Palm Beach.

Feb. 8.—First annual Cuban Automobile and Floral Carnival.

Show Dates

New York Automobile Show, January 14 to 21.

Importers' Automobile Salon, New York, January 11 to 24.

Philadelphia Automobile Show, January 23 to 28.

Chicago Automobile Show, February 4 to 11.

Detroit Automobile Show, February 13 to 18.

Cleveland Automobile Show, Feb. 20 to 25.
Boston Automobile Show, March 4 to 18.

Boston Importers' Salon, March 13 to 18.
Washington Automobile Show, March 27 to April 5.

Toronto Automobile Show, February 27 to March 4.

National Motor Boat and Sportsman's Show, February 21 to March 9.

Abroad

January 14-24.—Brussels Automobile Salon.

January 27 to February 9.—Crystal Palace Automobile Exhibition.

February 4-19.—Berlin Automobile Salon.

February 10-18.—Olympia Automobile Exhibition.

March 15.—Copenhagen Automobile Exhibition.

March 18-25.—Agricultural Hall Exhibition.

March 00.—Tour de France.

April 2-16.—Monaco Meeting.

April (late).—Mediterranean Cup Race.

June (early).—Kiel fortnight.

July 15.—Motor Boat Contest from Calais to London.

July (late).—Ostend Week: Motor Boat Races.

Mention "Automobile Topics" when writing

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AVOID DANGER

APPLY AN

I-C Leather Tire Tread

FOR YOUR NEXT RUN

No Skidding, Punctures, Hot Tires or Wasted Power. Send for Price List and Circular.

Ireson Leather & Export Co.

Main Offices and Factory

148 High Street, BOSTON, MASS.

SOLE AGENTS FOR

CADILLAC--AUTOCAR--KNOX

INDIANA AUTOMOBILE CO.

222 East New York St. INDIANAPOLIS, IND.

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Advertisements under this heading will be charged at the rate of 5 cents per word for the first insertion, and 3 cents per word for each subsequent insertion, cash to accompany order.

WANTED—Chauffeur, licensed mechanist, wants situation. Fontan, care AUTOMOBILE TOPICS.

FOR SALE—Crestmobile, at a bargain, first-class condition, run less than 300 miles. Reason for selling, want heavy touring car. William L. Browne, Electrical Contractor, Worcester, Mass.

WANTED—Catalogues of makers of motor cars and automobiles; also of spare parts. Address Senor Dalmiro Varela, Presidente Automobile Club Argentino, Avenida Alvear, Buenos Aires.

Mention "Automobile Topics" when writing

McGiehan Dashboard Odometers



Model "A"

Accurately records the trip (reset at will) and total mileage traveled.

Price, complete with fixtures, adapted for any style Car, \$35.00.

Model "B"

Records Total Mileage.

Price, complete with fixtures, adapted for any style Car, \$20.00.



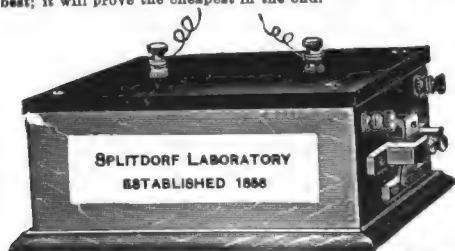
McGiehan Odometers have stood the test of time and have been proven absolutely accurate and reliable. Specify one on your car; thereby obtaining the best.

New Catalogue, containing full particulars, upon request.

EXHIBITORS, New York and Chicago Shows.

McGiehan Odometer and Mfg. Co. 187 West 32d Street
NEW YORK
The Lozier Motor Co., New York Exclusive European Agents

SPLITDORF COIL The Standard Automobile Sparker. Has stood the test of time. Adopted by all first-class manufacturers. Perfect insulation has placed the Splitdorf Coil where it is to-day. Accept no cheap imitations. Splitdorf Coils are wound with pure silk covered wire. Get the best; it will prove the cheapest in the end.



C.F. SPLITDORF, 19-27 Vandewater St., New York

QUINBY AUTOMOBILE-BODY

1534 DEPARTMENT
BROADWAY, N. Y.

EMERSON BROOKS, MANAGER.

PHONE, 6586-80TH ST.

DON'T FAIL TO VISIT THE
NATIONAL
Motor Boat and Sportsman's Show
Madison Square Garden
NEW YORK CITY
FEBRUARY 21st to MARCH 9th, 1905

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We have moved to more
convenient quarters

Nos. 141 to 143 West 38th Street

HEADQUARTERS FOR
Michelin & Samson Tires

Automobile and Tire Repairing
Storage

UNITED STATES AGENCY MICHELIN TIRE COMPANY

141 to 143 West 38th Street, New York City

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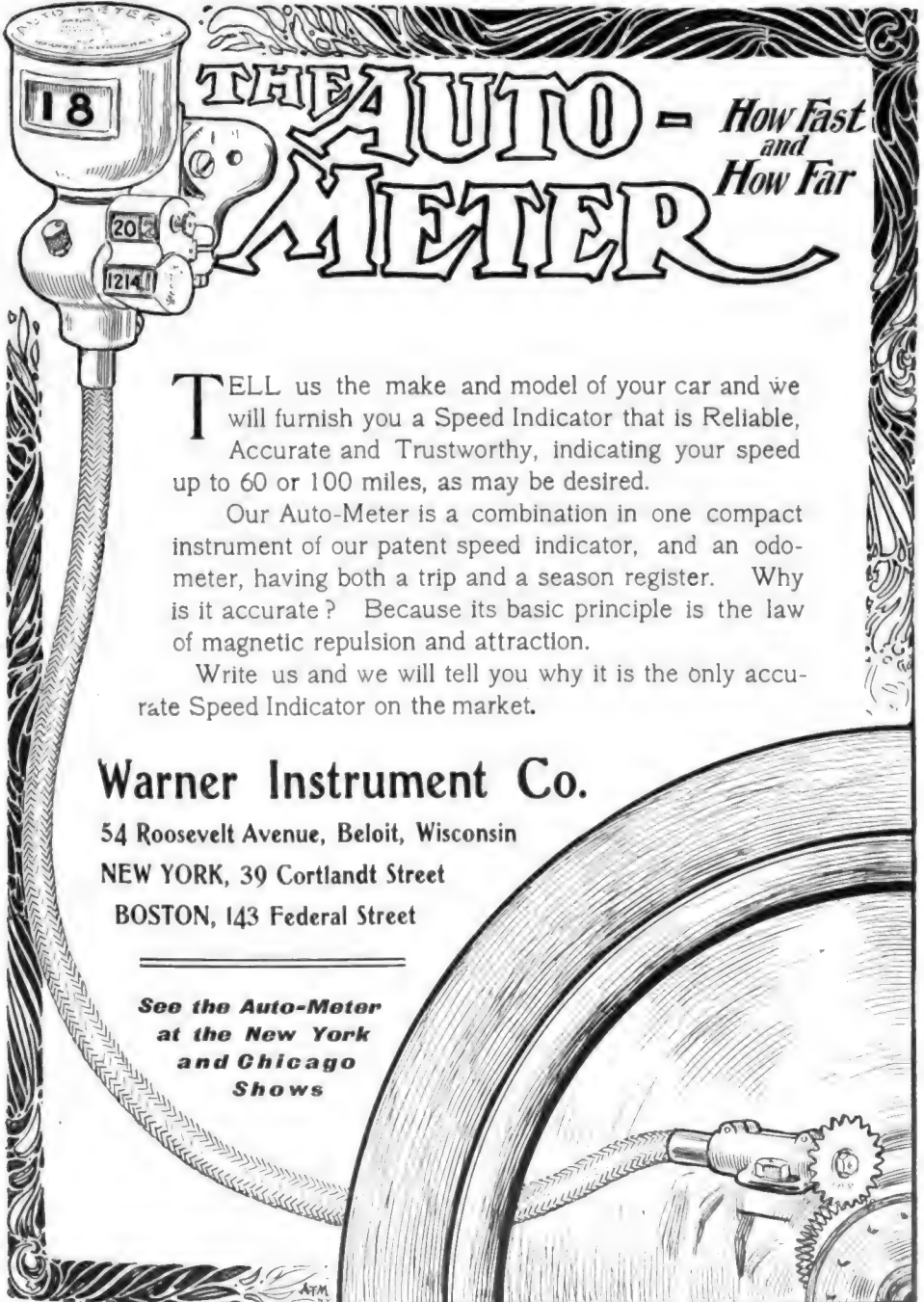
SPEED TABLE

USEFUL FOR AUTO RACES

The fraction of the second is always reckoned at the $\frac{1}{2}$ above the actual fraction.
The fraction of the foot is reckoned at the nearest $\frac{1}{4}$.

				Per Mile.	Per Second.					Per Mile.	Per Second.
8 miles per hour equals				7 m. 30 s.	11 $\frac{1}{4}$ ft.	58 miles per hour equals				1 m. 2 $\frac{1}{2}$ s.	84 $\frac{1}{4}$ ft.
15	"	"	"	4 m.	22 ft.	59	"	"	"	1 m. 1 $\frac{1}{2}$ s.	86 $\frac{1}{4}$ ft.
16	"	"	"	3 m. 45 s.	23 $\frac{1}{2}$ ft.	60	"	"	"	1 m.	88 ft.
17	"	"	"	3 m. 31 $\frac{1}{2}$ s.	25 ft.	61	"	"	"	59 s.	89 $\frac{1}{2}$ ft.
18	"	"	"	3 m. 20 s.	26 $\frac{1}{2}$ ft.	62	"	"	"	58 $\frac{1}{2}$ s.	90 $\frac{1}{2}$ ft.
19	"	"	"	3 m. 9 $\frac{1}{2}$ s.	28 ft.	63	"	"	"	57 $\frac{1}{2}$ s.	92 $\frac{1}{2}$ ft.
20	"	"	"	3 m.	29 $\frac{1}{2}$ ft.	64	"	"	"	56 $\frac{1}{2}$ s.	94 ft.
21	"	"	"	2 m. 51 $\frac{1}{2}$ s.	31 ft.	65	"	"	"	55 $\frac{1}{2}$ s.	95 $\frac{1}{2}$ ft.
22	"	"	"	2 m. 43 $\frac{1}{2}$ s.	32 $\frac{1}{4}$ ft.	66	"	"	"	54 $\frac{1}{2}$ s.	96 $\frac{1}{2}$ ft.
23	"	"	"	2 m. 36 $\frac{1}{2}$ s.	33 $\frac{1}{4}$ ft.	67	"	"	"	53 $\frac{1}{2}$ s.	98 $\frac{1}{4}$ ft.
24	"	"	"	2 m. 30 s.	35 $\frac{1}{4}$ ft.	68	"	"	"	53 s.	99 $\frac{1}{2}$ ft.
25	"	"	"	2 m. 24 s.	36 $\frac{3}{4}$ ft.	69	"	"	"	52 $\frac{1}{2}$ s.	101 $\frac{1}{4}$ ft.
26	"	"	"	2 m. 18 $\frac{1}{2}$ s.	38 $\frac{1}{4}$ ft.	70	"	"	"	51 $\frac{1}{2}$ s.	103 ft.
27	"	"	"	2 m. 13 $\frac{1}{2}$ s.	39 $\frac{3}{4}$ ft.	71	"	"	"	50 $\frac{1}{2}$ s.	104 $\frac{1}{2}$ ft.
28	"	"	"	2 m. 8 $\frac{1}{2}$ s.	41 ft.	72	"	"	"	50 s.	105 $\frac{1}{2}$ ft.
29	"	"	"	2 m. 4 $\frac{1}{2}$ s.	42 $\frac{1}{2}$ ft.	73	"	"	"	49 $\frac{1}{2}$ s.	106 $\frac{1}{2}$ ft.
30	"	"	"	2 m.	44 ft.	74	"	"	"	48 $\frac{1}{2}$ s.	108 $\frac{1}{4}$ ft.
31	"	"	"	1 m. 56 $\frac{1}{2}$ s.	45 $\frac{1}{2}$ ft.	75	"	"	"	48 s.	110 ft.
32	"	"	"	1 m. 52 $\frac{1}{2}$ s.	46 $\frac{3}{4}$ ft.	76	"	"	"	47 $\frac{1}{2}$ s.	111 $\frac{1}{2}$ ft.
33	"	"	"	1 m. 49 $\frac{1}{2}$ s.	48 $\frac{1}{2}$ ft.	77	"	"	"	46 $\frac{1}{2}$ s.	112 $\frac{1}{2}$ ft.
34	"	"	"	1 m. 45 $\frac{1}{2}$ s.	50 ft.	78	"	"	"	46 $\frac{1}{2}$ s.	114 $\frac{1}{4}$ ft.
35	"	"	"	1 m. 42 $\frac{1}{2}$ s.	51 $\frac{1}{4}$ ft.	79	"	"	"	45 $\frac{1}{2}$ s.	115 $\frac{1}{2}$ ft.
36	"	"	"	1 m. 40 s.	52 $\frac{3}{4}$ ft.	80	"	"	"	45 s.	117 $\frac{1}{4}$ ft.
37	"	"	"	1 m. 37 $\frac{1}{2}$ s.	54 ft.	81	"	"	"	44 $\frac{1}{2}$ s.	119 ft.
38	"	"	"	1 m. 34 $\frac{1}{2}$ s.	55 $\frac{1}{4}$ ft.	82	"	"	"	43 $\frac{1}{2}$ s.	120 $\frac{1}{2}$ ft.
39	"	"	"	1 m. 32 $\frac{1}{2}$ s.	57 $\frac{1}{4}$ ft.	83	"	"	"	43 $\frac{1}{2}$ s.	121 $\frac{1}{2}$ ft.
40	"	"	"	1 m. 30 s.	58 $\frac{1}{2}$ ft.	84	"	"	"	43 s.	123 $\frac{1}{4}$ ft.
41	"	"	"	1 m. 27 $\frac{1}{2}$ s.	60 $\frac{1}{4}$ ft.	85	"	"	"	42 $\frac{1}{2}$ s.	124 $\frac{1}{2}$ ft.
42	"	"	"	1 m. 25 $\frac{1}{2}$ s.	61 $\frac{1}{2}$ ft.	86	"	"	"	42 s.	125 $\frac{1}{2}$ ft.
43	"	"	"	1 m. 23 $\frac{1}{2}$ s.	63 $\frac{1}{4}$ ft.	87	"	"	"	41 $\frac{1}{2}$ s.	127 $\frac{1}{2}$ ft.
44	"	"	"	1 m. 21 $\frac{1}{2}$ s.	64 $\frac{1}{2}$ ft.	88	"	"	"	41 s.	128 $\frac{3}{4}$ ft.
45	"	"	"	1 m. 20 s.	66 ft.	89	"	"	"	40 $\frac{1}{2}$ s.	130 $\frac{1}{4}$ ft.
46	"	"	"	1 m. 18 $\frac{1}{2}$ s.	67 $\frac{1}{2}$ ft.	90	"	"	"	40 s.	132 ft.
47	"	"	"	1 m. 16 $\frac{1}{2}$ s.	69 ft.	91	"	"	"	39 $\frac{1}{2}$ s.	133 $\frac{1}{2}$ ft.
48	"	"	"	1 m. 15 s.	70 $\frac{1}{2}$ ft.	92	"	"	"	39 $\frac{1}{2}$ s.	134 $\frac{1}{2}$ ft.
49	"	"	"	1 m. 13 $\frac{1}{2}$ s.	71 $\frac{3}{4}$ ft.	93	"	"	"	38 $\frac{1}{2}$ s.	136 ft.
50	"	"	"	1 m. 12 s.	73 $\frac{1}{4}$ ft.	94	"	"	"	38 $\frac{1}{2}$ s.	137 $\frac{1}{2}$ ft.
51	"	"	"	1 m. 10 $\frac{1}{2}$ s.	74 $\frac{3}{4}$ ft.	95	"	"	"	38 s.	139 ft.
52	"	"	"	1 m. 9 $\frac{1}{2}$ s.	76 $\frac{1}{4}$ ft.	96	"	"	"	37 $\frac{1}{2}$ s.	140 $\frac{1}{2}$ ft.
53	"	"	"	1 m. 7 $\frac{1}{2}$ s.	78 ft.	97	"	"	"	37 $\frac{1}{2}$ s.	142 $\frac{1}{4}$ ft.
54	"	"	"	1 m. 6 $\frac{1}{2}$ s.	79 $\frac{3}{4}$ ft.	98	"	"	"	36 $\frac{1}{2}$ s.	143 $\frac{1}{2}$ ft.
55	"	"	"	1 m. 5 $\frac{1}{2}$ s.	81 ft.	99	"	"	"	36 $\frac{1}{2}$ s.	145 ft.
56	"	"	"	1 m. 4 $\frac{1}{2}$ s.	82 $\frac{1}{4}$ ft.	100	"	"	"	36 s.	146 $\frac{1}{2}$ ft.
57	"	"	"	1 m. 3 $\frac{1}{2}$ s.	83 $\frac{1}{2}$ ft.						

COMPILED BY AUTOMOBILE TOPICS



THE AUTO-METER *How Fast and How Far*

TELL us the make and model of your car and we will furnish you a Speed Indicator that is Reliable, Accurate and Trustworthy, indicating your speed up to 60 or 100 miles, as may be desired.

Our Auto-Meter is a combination in one compact instrument of our patent speed indicator, and an odometer, having both a trip and a season register. Why is it accurate? Because its basic principle is the law of magnetic repulsion and attraction.

Write us and we will tell you why it is the only accurate Speed Indicator on the market.

Warner Instrument Co.

54 Roosevelt Avenue, Beloit, Wisconsin
NEW YORK, 39 Cortlandt Street
BOSTON, 143 Federal Street

**See the Auto-Meter
at the New York
and Chicago
Shows**

ATM

Mention "Automobile Topics" when writing

AUTOMOBILE TOPICS'
Special Service to Florida Races
 Is via the Route of the

Southern's Palm Limited

BETWEEN
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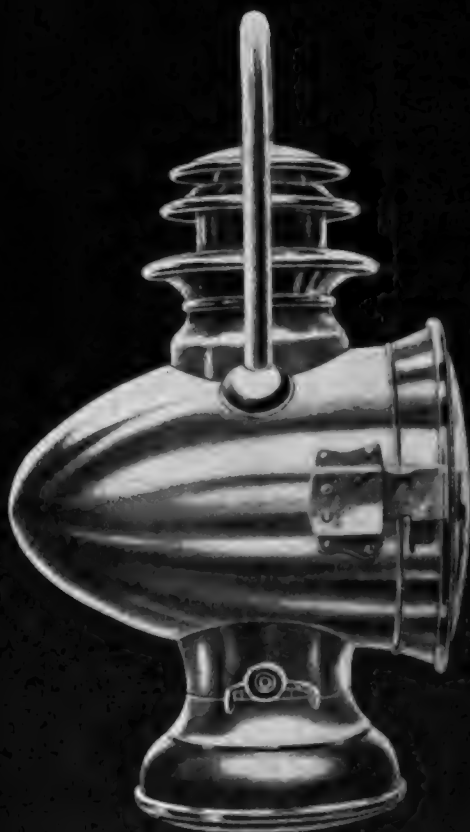
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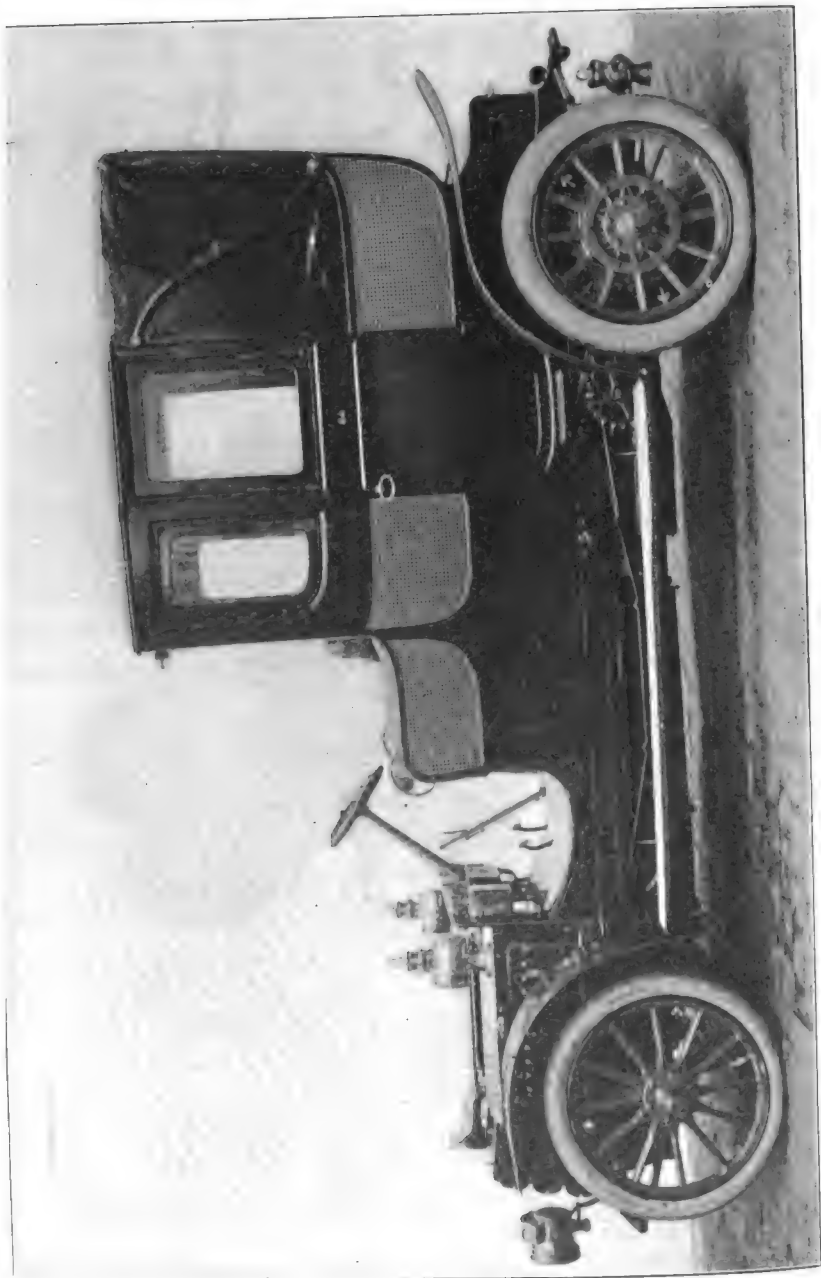
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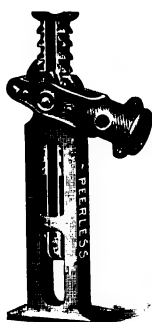
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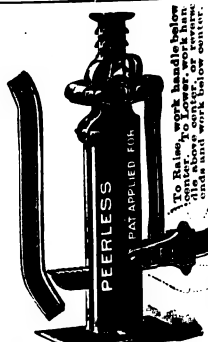
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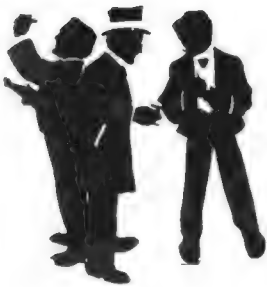
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- No. 4. New York to Boston.—Third Section, Springfield to Boston, December 10.
- No. 5. New York to Chicago.—First Section, New York to Poughkeepsie, December 17.
- No. 6. New York to Chicago.—Second Section, Poughkeepsie to Albany, December 24.
- No. 7. New York to Chicago.—Third Section, Albany to Utica, December 31.
- No. 8. New York to Chicago.—Fourth Section, Utica to Syracuse, January 7.
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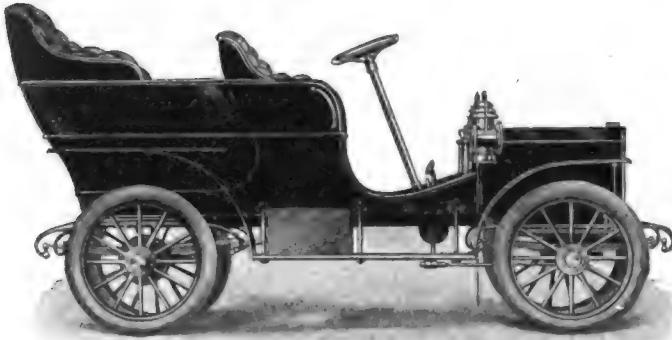
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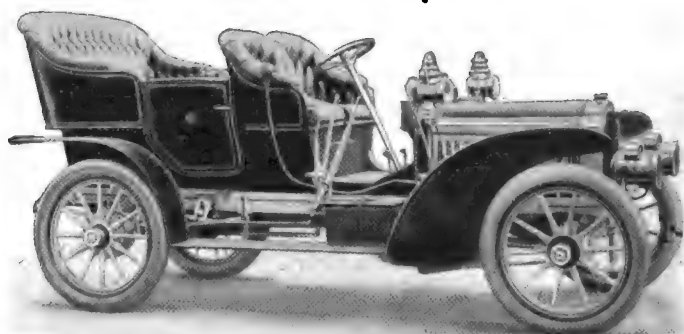
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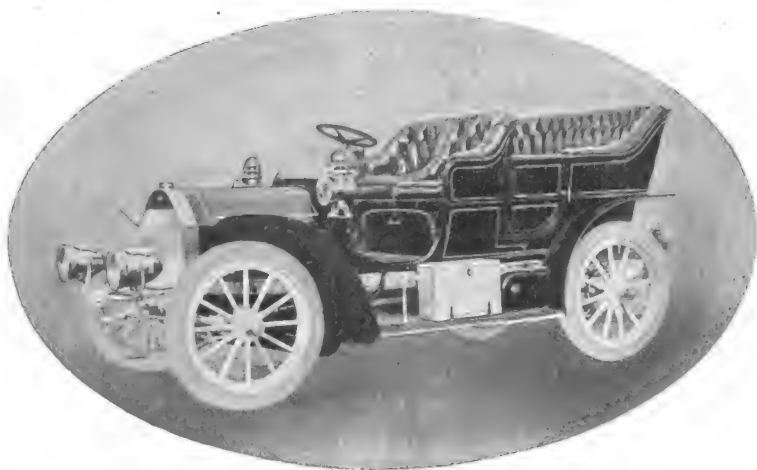
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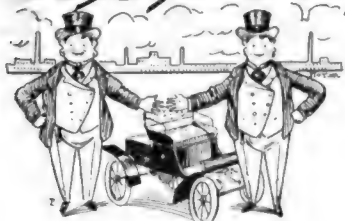
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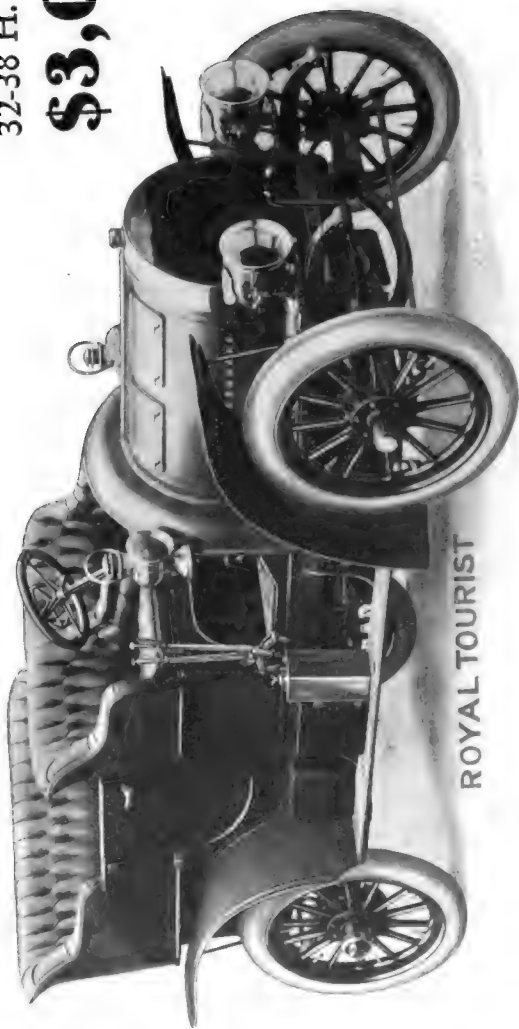
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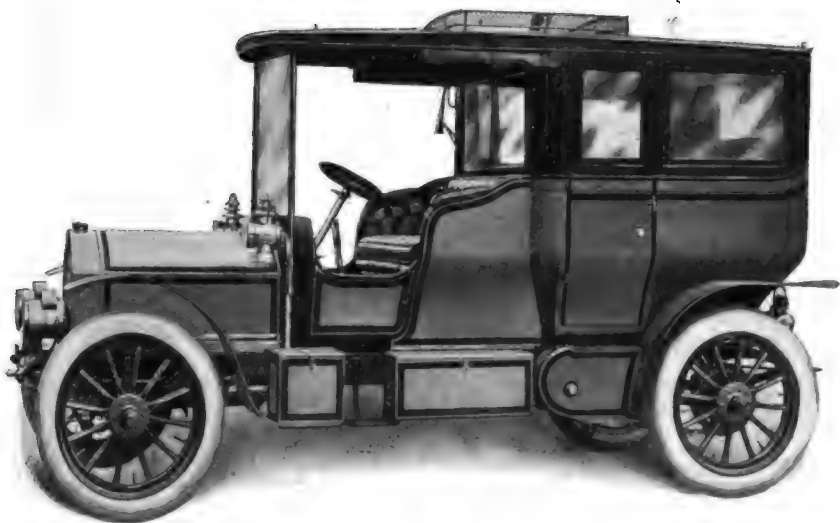
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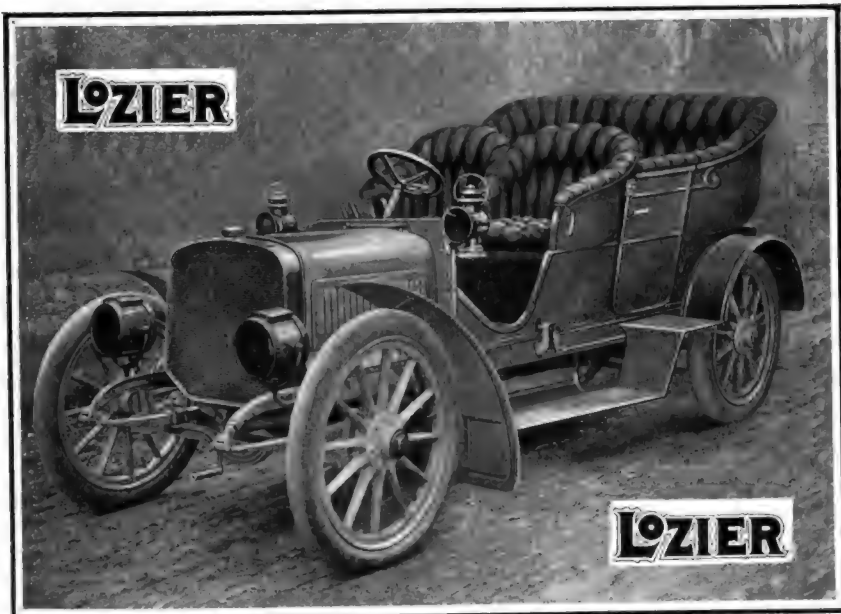
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A Series of Exaggerations by Malcolm A. Strauss

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Mr. Walter C. Allen—Mercedes Envoy

Automobile Topics

Illustrated.

VOL. IX.

JANUARY 28, 1905.

No. 16



THE sun now never sets upon the American flag, owing to our new possessions, so while during the current week we have had a real blizzard in New York, everybody in "Who's Who in Automobiling" is enjoying the beach races and the sunshine in Florida. A few weeks ago it looked as if the hustling Senator who originally promoted the Florida tournament was only to

be a "good enough Morgan" for a little while longer. W. J., like the rest of us, is probably not a Saint, or he would be wearing a halo or a nimbus long before this, if his enemies had their way. But for suggesting the Florida races, this modern Abou Ben Adhem may be written down "as one that loves his fellow men," and, like Ben Adhem, "led all the rest."

God bless the man who first promoted Florida races,
But blast the man with curses loud and ungracious,
Who first suggested auto shows.

—The Scribes.

AUTOMOBILE TOPICS

"NEW YORK is a nine-days' town," says Timothy D. Sullivan, who goes to Washington from New York as a congressman, and is lovingly called "Big Tim" here. The National Show was within the M. C.'s limit, but the Importers' Salon was not, hence its hoodoo gate and the Monday dollar day restriction was not needed to keep the common people out. They were at the other show.

E. V. Co.

Man wants but little here Budlong,
But wants that little strong.

—Selden.

JUDGING from the number of fur coats worn at the show, all the exhibitors were there as show-furs.

I WAS not surprised last Saturday night at the A. C. A. banquet, that the little birds in the gilded cages twittered and piped aloud: "Scar-reet-reet-oh!" when that hoary-headed chestnut New England story of "the Pilgrim Fathers falling first upon their knees and then upon the aborigines" was tossed to the young balmy pines from the South and the diners under their fresh fragrance. Truly May and December!

A MECHANICAL freak is something that is different from conventional things, and one that has not proved its value. A mechanical contraption at the show that attracted lots of attention from the mechanical sharps was what the Western inventor of it called a "*positively variable gear*," which expression is really a mechanical paradox. Like Wordsworth's little ones in the poem "We are seven," it had a series of seven spur gears like a set of lathe gears, but cut in two longitudinally, one-half of the set fastened to a shaft, the other half sliding on a T-slot. These gears were moved either in an eccentric or concentric circle by means of levers working on cams concealed in the case back of the biggest gear. They meshed into a small pinion sliding on a countershaft, and the change of speed was effected while at speed by stepping the pinion from one gear to another. The inventor says he is also the inventor of the "climbing monkey." This may be another one for us. Let us, however, suspend judgment until the device is tried on a car.

HINTS to epicure autoists: After removing a split pin from a bolt, don't throw it away, but plant it in the ground, where it will become a terra pin. Terrapins of this breed, stewed with lever, form a dish at which no crank would kick. Nuts (especially jam-nuts, if well preserved) make a fine dessert at this season of the year. Remove the threads so as to get rid of the pitch, and discard the hole, as it is apt to cause a vacant feeling in the stomach if swallowed whole. Serve with *Vin Tourné* (*brut*). Nuts should always be eaten leisurely, never bolted.

GOVERNMENTAL red tape can go no farther than it has in this automobile-on-ferry imbroglio. A bill was passed by Congress several years ago that was supposed to

AUTOMOBILE TOPICS

settle this matter by giving the ferry companies permission to carry automobiles. This bill met with the entire approval of the companies and they have ever since been carrying cars, to the great convenience of motorists and their own financial gain. Now comes along some red-tape fanatic and has the whole question reopened, with the result that the long-existing arrangement is upset, leaving everything at sixes and sevens. No purpose—good or otherwise—is served. No one benefits by the change. Apparently the only remedy is to have Congress pass a bill that will legalize the carriage of automobiles on ferry-boats under their own power. Such a bill, I am glad to see, has been introduced this week. May a speedy passage await it!

I SAID that no one benefited by the absurd ruling that automobiles cannot be run on or off ferry-boats under their own power. This is not strictly accurate. The ubiquitous small boy has been beneficiary. A number of Long Island City youths have been hauling automobiles on and off the boats touching at that point and charging all they think the traffic will stand. In a day their earnings have reached \$50 apiece, and they count it a poor day when receipts fall as low as \$15. Needs must when a personage of unsavory memory drives.

GOOD roads sustained a great loss when Henry I. Budd died last week. As State Road Commissioner for New Jersey, Mr. Budd was chiefly instrumental in beginning and carrying to a measurable success that system of improved road building that has made that State famous wherever wheeled vehicles are used. A firm believer in the theory that good roads paid for themselves many times over in increased land values, and even in the more direct way of the saving in haulage costs, Mr. Budd labored zealously and successfully to inspire his fellow-citizens with the same belief. The hundreds of miles of ideal roads scattered over the length and breadth of his State will be his monument, and every motorist who, en route to seashore or mountain resort, bowls along gaily and swiftly over stone or gravel ways, with virgin sand or clay on either side, should give thought to the man who, more than any other, brought these blessings of civilization within his reach.

So it appears that the new arbiter of our racing destinies for the present year is to be W. C. Temple. On capable shoulders, if the new chairman's long connection with sporting matters is to be regarded as a criterion, has the mantle of Pardington descended, and there will be no dissent from the chorus of good wishes pealing forth in salutation of the Pittsburg man. He has served an apprenticeship in the arena of baseball politics. There are no such warring factions to reconcile and keep in good humor in his new field as yet, although the "primrose path of dalliance" is not exactly the one in which a racing board chairman will tread. There is every indication that 1905 will be, far and away, the greatest season in the history of the sport, and there will be plenty of questions requiring skill and diplomacy in the handling. Here's hoping that Chairman Temple will meet all demands!

Relief on Ferries Asked from Congress

GOOD is likely to come out of bad in the much-agitated automobiles-on-ferry matter, a crisis having been reached through the decision handed down by Judge Adams in the United States District Court in this city last week. The decision puts the ferry companies at the mercy of any informer if they continue to transport automobiles that are run on and off the boat under their own power; consequently they are refusing to accept them unless brought aboard and taken off by hand or equine power, and the lives of motorists having to cross any of the ferries are being made miserable as a result. Such being the situation, relief is looked for from Congress, and already bills have been drafted for presentation to both branches. It is expected that they will go through without opposition and speedily become laws.

Judge Adams' decision, referred to, was handed down on Friday of last week. He finds for the Government in the admiralty action, brought by United States District Attorney Burnett, against the ferryboat Texas.

The Government libelled that boat for \$500 for an alleged violation of section 4,472 of the United States Revised Statutes, which provides that penalty for a ferryboat permitting an automobile to go on or off the boat under its own power.

Judge Adams reviewed the libel filed and the answer interposed by the owners of the Texas, as well as the evidence on the trial. Prof. David S. Jacobus, of the Stevens Institute of Technology, and Professor Hutton, of Columbia University, the Government's experts, had testified that fire did not necessarily mean flame.

The court held that the Texas was not compelled to expose its passengers to such peril unless it so wished, and was, therefore, liable. It was optional, the court said, with a steam vessel carrying passengers, to transport an automobile carrying the forbidden fluid. No liability could result from a refusal of a vessel **carrying passengers** to transport such an automobile.

Half of the fine goes to the informer.

Although the ferry company has not yet decided not to appeal, it is not likely that it will do so. The outcome of such an appeal is at least doubtful, and it is felt that a much more effective, as well as speedier, remedy can be applied by asking Congress to so amend the present statute as to permit automobiles to be run aboard and taken off under their own power.

This is the opinion held by W. W. Niles, counsel for the Automobile Club of America, who has acted in conjunction with the ferry company in the action referred to above. To an AUTOMOBILE TOPICS man, on Wednesday, he stated that the next appeal would be made to Congress. One bill has already been prepared by counsel for the ferry company and placed in the hands of Senator Platt of this State for introduction in the United States Senate, and another is being drafted by him for introduction in the House. Both of these have been **carefully framed**, it being intended that the experience of a couple of years ago, when an amendment designed to secure the privilege now asked was introduced and passed by Congress, only to prove abortive when it was made the subject of attack.

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The bill to be introduced by Senator Platt is entitled "An Act to amend section 4,472 of the Revised Statutes of the United States, so as to remove certain restrictions upon the transportation by steam vessels of gasoline and other products of petroleum, when carried by motor vehicles, commonly known as automobiles, using the same as a source of motive power." It provides that "Nothing in the foregoing sections of this act shall prohibit the transportation by steam vessels of gasoline or any products of petroleum when carried by motor vehicles, commonly known as automobiles, using the same as a source of motive power. Provided, however, that all fire, if any, in such automobiles shall be extinguished immediately after entering the said vessel, and that the same shall not be relighted until immediately before said vehicle shall leave the vessel."

The House bill, drafted by Mr. Niles, differs slightly in its phraseology from the foregoing one, prepared by counsel for the ferry company. It provides that "all fires" shall be extinguished on entering the vessel and not relighted until the vessel has reached its dock. In other respects, however, the two bills are identical.

New Jersey Automobile Speedway

THOUGH many plans have been proposed for the building of tracks upon which to hold automobile races, the first project to assume a tangible form has been the organization in New York of the Atlantic Coast Motor Speedway Association. It will construct a five-mile race course of triangular form, with rounded corners, on a tract of land situated near Barnegat Bay, twelve miles south of Lakewood, N. J.

Two thousand acres of the land required have been secured, and another 2,000 acres will be leased to be used as a game preserve by members of the association. The land secured is on a fine plateau, and has an elevation above tide-water of fifty feet.

The track will be 120 feet wide on the three straightaways, and will have an increased width on the turns. The roadbed is to be constructed of material on the property. A grand stand with a seating capacity of ten thousand spectators will be built, and opposite will be a special one-mile course for international and national mile contests.

The property is on the New Jersey Southern and the Philadelphia and Long Branch railroads, and both roads will be invited to run spur tracks into the grounds. The site is about half way between New York and Philadelphia, and can be easily reached by automobiles, as there are good roads from each city.

Water eight feet deep will allow the clubhouse to be reached by boat owners and motor boat contests will be conducted on Barnegat Bay. The promoters will issue 400 shares of stock at \$1,000 each in the enterprise. Work will soon begin, and it is hoped to have the track ready in 1906.

Major Charles J. S. Miller, of 26 Broadway, and Franklin, Pa., is treasurer of the organization, and Ralph B. King, of Lakewood and New York, is secretary. W. J. Morgan, of New York, who will be general manager, has had much experience in promoting successful automobile carnivals in Florida and the White Mountains.

AUTOMOBILE TOPICS



HERBERT L. BOWDEN IN EIGHT-CYLINDER-120-HP. MERCEDES—TIME, 34 1-5



ARTHUR MACDONALD, IN SIX-CYLINDER 90-HP. NAPIER—TIME, 34 2-5

One and Five Mile Records Shattered on Florida's Sands

ORMOND, January 26.—The greatest of all carnivals of speed, held on the world's greatest race course, wrought by Neptune's hands, is passing into history with a halo of glory encircling it and its intrepid participants. Despite untoward conditions of all kinds—a beach whipped into roughness by unusual storms, adverse tides, high surf, winds of great velocity, and almost unprecedentedly low temperature, making a combination of circumstances unlooked for, and almost unknown in the mild Floridan annals—Father Time was subjected to one of the severest buffetings it has ever been his lot to endure. Not once, nor twice, but thrice, was the mile, the world's standard short-distance mark, bettered, notwithstanding the wisecracks were agreed that the 39 seconds of that prince of sportsmen, W. K. Vanderbilt, Jr., would prove to be a hard nut to crack, under existing conditions. Nor, fast as 34 1-5 seconds is admitted to be, is doubt entertained that it can, and will, be materially bettered. The speed possibilities of the modern automobile are not yet exhausted, and there are men among the galaxy of stars gathered on the wave-laved Florida strand capable of reaching higher flights than have yet been attained, given normal conditions.

No such magnificently ideal speeding course, either natural or artificial, as the one stretching along the Atlantic Ocean from Ormond to Daytona, six miles away, on the south, is to be found in the world. It is from 300 to 500 feet wide, so nearly level that the ocean side is less than three feet lower than the land side, rock hard, and smooth as a parquet floor. Twice a day Father Neptune, trident in hand, waters and rolls it, removing the inequalities, and leaving it spick and span as a Dutch housewife's kitchen floor. Smooth ocean beaches there are in plenty, but on none has Nature wrought so cunningly to produce a perfect surface. Instead of pure sand, the material is composed largely of shells of the coquina clam, peculiar to that section of Florida. For ages Nature has been rolling them up, washing them into the surf and pulverizing them, until, under the magic touch of the waves, they resolve themselves into a cement-like substance that makes an unrivaled surface for all wheeled vehicles.

Here the greatest gathering of racing motorists this country ever saw assembled on Sunday and Monday for the third annual Florida speed carnival. The unfortunate accident which resulted in the death of Frank Croker and his chauffeur cast a pall over the assembled motorists, and caused the postponement of the minor events scheduled for Monday.

On Tuesday the ball was started rolling, and Arthur Macdonald, an Englishman, who had competed unsuccessfully in the British eliminatory Bennett Cup trials, last Summer, driving a 90-hp., six-cylinder Napier car, leaped into prominence by cutting Vanderbilt's five-mile record, made a year ago, by 14 1-5 seconds. The new record is 3 minutes and 17 seconds. A number of races were then run, for stock cars, and those of medium weight, in one of which M. J. Budlong, president of the Electric Vehicle Company, made his début as a racing chauffeur and emerged victorious. A number of time trials were also run, but no remarkable results were recorded.

On Wednesday the big cars began their work. It was a bad day for favorites,

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however. Speed King W. K. Vanderbilt, Jr., was completely dethroned, the scepter that he won a year ago being snatched from him by Henry L. Bowden, the Massachusetts man, who raced all last Summer with so much success that his victory here was not unexpected. The composite car which he rigged up by coupling two 60-hp. Mercedes motors together, proved to be both fast and dependable, and with it Bowden captured from Macdonald the record which he had annexed just a few minutes earlier. Technically, however, the latter's record will be the one receiving official recognition. Louis S. Ross, another Bostonian, and a steam-car designer of rare ability, who raced with marked success through New England last year, gained laurels by also beating Vanderbilt's mile record of 39 seconds, and by winning the Dewar Trophy from a most formidable field.

The officials of the tournament were as follows:



THE COURSE

Referee, W. C. Temple; associate referee, Sir Thomas Dewar, M. P.; judges, Ray Johnson, S. A. Miles, Col. L. C. Weir, Angus Sinclair, Frederick R. Pratt, Ira Paine, T. E. Bond, Chas. H. Hyde, J. F. Hathaway; timers, S. M. Butler, A. L. McMurtry, Frank X. Mudd, John C. Kerrison; starter and clerk of the course, C. H. Gillette; assistants, D. H. Lewis, Asa Goddard, Harry H. Mundy, A. F. Robinson; official scorers, Alden Sampson, 2d, John Peters, Arthur Molton, J. F. Hathaway, George A. Banker, Al. Reeves; reception committee, C. G. Burgoyne, chairman; Capt. C. A. Young, J. B. Moore, Peter Siems, John Anderson, C. R. Oliver; transportation committee, J. A. Hendrick, chairman; Louis Adler, J. F. Hathaway; entertainment committee, G. H. Ludwig, chairman; J. D. Price, A. R. Streeter, George B. Foote, Frank Bond.

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ORMOND, January 23.—Monday, the day on which the carnival of competition and record trials was originally scheduled to begin, was, meteorologically considered, a beautiful day, but it was a blighting one to the spirits of the sportsmen and enthusiasts who had travelled the 1,119 miles from New York, and farther from Boston, Chicago and other places, to see the greatest tournament of automobile racing ever programmed for the people of any country. With bright skies overhead and the temperature at 68 and the foliage of the semi-tropics in verdant and luxuriant bloom the fact of there having been two deaths due to accident on the beach in the practice runs before the races put a damper on the spirits of even the most buoyant. It was felt with more poignancy, this fatal mishap, because of so much having been said about the safety of the beach as a speeding



FRANK CROKER TRYING THE COURSE AND CAR

ground and the seeming impossibility of any mishap resulting mortally. Yet when the trainloads arrived on Monday afternoon there lay on the platform of the railroad station at Ormond two long dark boxes of gruesome aspect. Some of the pilgrims to this Mecca of Midwinter sport had not heard of the accident to Frank Croker and his chauffeur, Alex. Raoul, that happened on Saturday, but most of them had, and these knew instantly that the grim boxes contained the mangled corpses of the young men who, but a few days before, had come here in the flush of animal health and spirits to participate in the round of sport.

It was reported at the Ormond hotel on Monday afternoon that Newton Stanley, the young man who was mixed up in the accident to Mr. Croker's car, had died, but this proved to be untrue. He was then at the Railway Hospital at St. Augustine, and two reports were received about the case Monday afternoon and



FRANK CROKER

"HIS LIFE WAS GENTLE; AND THE ELEMENTS
SO MIX'D IN HIM, THAT NATURE MIGHT STAND UP
AND SAY TO ALL THE WORLD, 'THIS WAS A MAN!'"

AUTOMOBILE TOPICS

evening. The first was to the effect that Stanley was doing nicely and the second one was that symptoms of internal troubles had developed.

As gathered on Monday, after the excitement caused by it had settled down, the story of the accident was as follows: Mr. Croker, with his chauffeur, Raoul, was driving north along the beach at high speed in his S. & M. Simplex of 75 horse-power, shortly after 3 p. m. on Saturday, when he drew near to Newton Stanley, son of F. E. Stanley, of Newton, Mass., going in the same direction. Both were running along near the surf, which was on their right-hand side. Stanley both heard and saw Croker coming and turned to his left, inward toward the beach, intending to let the motor car pass him on his right, so as not to make it turn from its course. The action of Stanley was too tardy, however. Mr. Croker had already begun to turn his car inward, also, in order to pass the motorcyclist on the left, in accordance with the rules of the road. With both swinging inward the motor car had to be turned more out of its course and handled more violently, which at top speed proved disastrous. The car did pass Stanley on the left, but the two machines had come to such close quarters that in passing, the hub of Mr. Croker's car hit Stanley on the left leg and broke that member and threw him violently. The sudden swerving that Mr. Croker had been compelled to do, and the blow of the collision, wrenched the rushing car from his control. After striking Stanley the car swerved toward the water, leaped into the air and overturned. Mr. Croker was thrown some distance and lay face downward in the shallow water when the rescuing party arrived. Raoul was caught beneath the machine and horribly mangled. He died soon after. Mr. Croker was conscious when help arrived, although an arm and a leg had been broken and he had sustained internal injuries. When picked up, he said: "Be careful, boys," then lapsed into unconsciousness. He recovered his senses in the evening, but died at 6.55 o'clock Sunday morning.

Mrs. Richard Croker, mother of Frank Croker, and Miss Elizabeth Croker, his sister, arrived at the Ormond hotel, where the body lay, on Monday morning and took charge. It was sent to New York on a fast train in the afternoon. The wrecked car, with its motor and all the parts frightfully twisted, lay under a shelter tent near the main garage of the hotel on Monday, in plain view of all the men who were preparing for the fray of speed on the days to follow. It was apprehended that the accident might lead to such caution by the competitors as would make their time slower and prevent new records from being made. It was rumored on Monday also that some of the most prominent amateurs entered for the races would let their chauffeurs drive their cars, and altogether the sad affair had a blighting effect.

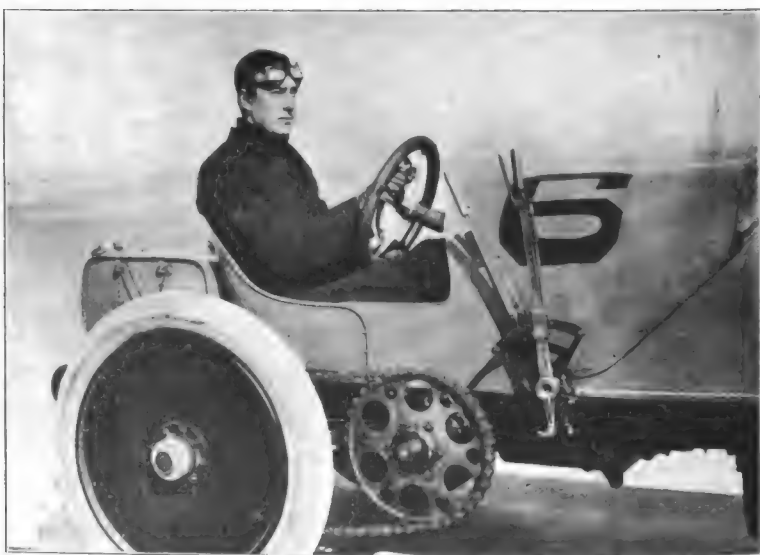
One other fact contributed toward a feeling of depression at the hotels on Monday. The beach was in poor condition. It was rough, and in spots there were deposits of red sand and gravel. Although there were on hand cars known to be faster than any which had been speeded on the beach in former years, it was predicted by the owners of them that a mile in 39 seconds would be hard to surpass. It was further learned that the reports telegraphed north about miles having been done in 32 and 31 seconds were untrue.

Notwithstanding these detractions, the scenes on Monday were lively in the extreme about the hotels. This part of the country, with its enormous hotels.

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never had such crowds of visitors before. Automobile enthusiasts, and those in a fair way to become such, were on hand from all over the world. Never before in this country had so many persons travelled so far to see automobile contests. All the hotels and cottages where boarders and lodgers are taken were filled to their utmost capacity of rooms, and cots were set up in the hallways and rooms improvised by the hanging of curtains about them. Notables in the realm of society, finance and commerce were present by scores. All the conditions for a world-famous tournament were at hand, except the course, and it was hoped that it would be all that could be desired by the time the big cars were called upon to start.

As it had been predicted, the main body of visitors arrived at the beach on Monday, and in prevision of this the beginning of the races had been postponed



EDWARD RUSSELL THOMAS OF N. Y. IN 95-105 HP. MERCEDES

until Tuesday, as it had been suggested weeks before by AUTOMOBILE TOPICS. For Tuesday the races of least interest, those between stock cars, were scheduled and a prayer sent up that the beach would improve in condition by Wednesday. It was arranged on Monday, to harmonize the rivalry between Daytona and Ormond, that the races should be started from each place on alternate days, beginning on Tuesday at Daytona.

There was some controversy on Monday about the valuable trophy donated by Sir Thomas Dewar as a prize for a one-mile open race. Sir Thomas had stipulated that the money received for entry fees in this race should go into a fund for the building of an automobile speedway within one hundred miles of

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New York City. The entry fee for this race was \$50 and \$850 was received. The Florida East Coast Automobile Association declined to have the race run on its program. It was suggested that the trophy should be raced for twice a year, once in the North and once in the South, and that the money received from entries should go to the promoters of the race. It was arranged Monday night to have a conference on Tuesday morning and settle the matter.

By some miscalculation the tides this week occur so that the racing cannot begin on Tuesday morning, as planned, but will be started at 12.30 o'clock. As the week progresses, however, it will be possible, by starting the cars at daylight, to run a few races in the morning before the tide rises far enough to cover the speedway.

There was an amusing lot of rivalry between the New Yorkers who took the



WILLIAM WALLACE IN 90 HP. FIAT

different roads from New York to this place. It was amusing also how some of them got away from the metropolis. The midnight train from Jersey City carried three sleepers for Jacksonville, one of the Southern Railway, one of the Seaboard Air Line and one of the Atlantic Coast Line. On each of them were men well known in automobile circles who had scurried to the train direct from the dinner of the Automobile Club of America and were in evening clothes. Among these were Secretary S. M. Butler, of the Automobile Club of America, and Mrs. Butler; Secretary C. H. Gillette, of the American Automobile Association, and Mrs. Gillette; Emil Voigt and Mrs. Voigt, Kenneth Skinner and Mrs. Skinner, Alfred Reeves, Louis R. Smith and Mrs. Smith, F. W. Roche, Harold Pope and Mrs. Pope, E. L. Thomas, of Buffalo, and J. Nussbaum, of Washington. At Wash-

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ington the train split up and there was considerable chaffing as to who was going on the best line. The Seaboard train pulled out of the capital ten or fifteen minutes ahead of the Southern Railway train, but the latter was first in at Jacksonville.

Ormond, January 24.—Although the shooting was done mostly with small guns on the first day of the 1905 tournament here, the one big gun that was fired brought down a record of international importance—that for five miles. Last year W. K. Vanderbilt, Jr., set the mark for this distance at 3 minutes 31 1-5 seconds, and to-day it was lowered to 3 minutes 17 seconds. This was done by one of the cars that had been regarded as a dark horse among the heavy-weight entries for the big events, the 90 horse-power Napier brought over by Arthur Macdonald. The Napier was the only one of the big cars that made an official effort over the beach to-day and Macdonald had two tries at the record, capturing it on his second effort. The first time he came within four-fifths of a second of the world's figures, and as he had been obliged to slow his car three times, owing to touring cars being on the course, he asked for permission to try again. This was granted, and he clipped the figures by 14½ seconds.

Outside of this the tournament opened rather lamely. There is a larger and more distinguished crowd of visitors here than ever before, and they flocked to the beach at Daytona to see the beginning of the contest at 12.30 p. m. The sport was too tame to hold them, however, and the crowd was small when the day's program had been run. A fine new grand stand and a stand for the timers had been built by the Florida East Coast Automobile Association in front of its clubhouse, and there most of the crowd assembled. The beach was not in as good condition as it was when the records flew last January. It was literally out of shape, their being hummocks of sand between the beach and the edges of the surface, with slack water around them. As there was no event with more than four starters, however, and only one or two with that many, the narrow space of 25 or 30 feet of hard surface sufficed and little complaint could be made. Such as the course was it was fairly fast. The wind was blowing from the north in moderate fitful breezes of about fifteen to eighteen miles an hour, but it was not strong enough to help the cars materially. The course was laid to the south from the clubhouse at Daytona.

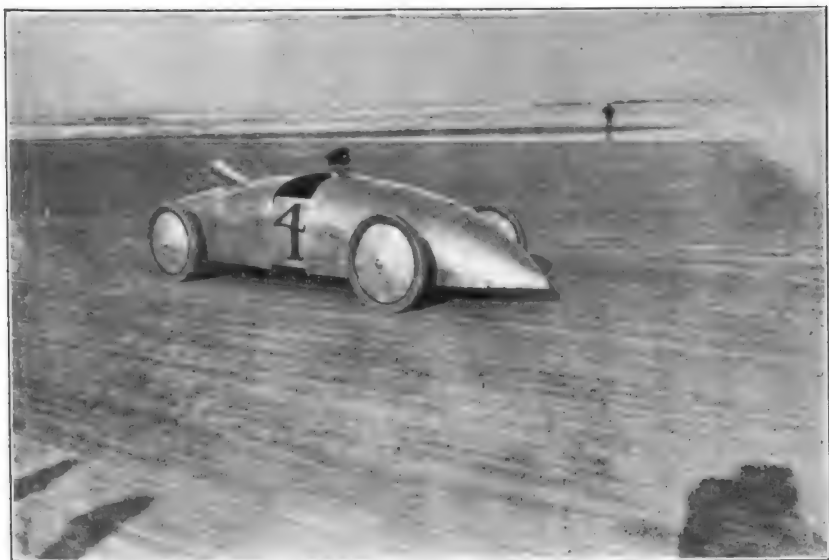
The White car of Webb Jay unseated its driving shaft in the first race of the day, at a kilometer, but won by half the distance, coasting across the finish line. Then the crippled car lay on the course and delayed affairs for half an hour. The few time trials which permitted of the one record being broken were put on extemporaneously, and the one speedy performance was a saving grace. To-morrow the big cars will have their chance, and unless the beach improves over night the races will start from Daytona again, because the beach at the Ormond end is poorer than it is further south.

The one-mile world's championship will be raced for to-morrow, with the trophy offered by Sir Thomas Dewar, M. P., as the prize. The squabble over this trophy has been settled, and the efforts of the American Automobile Association to gain custody of it have been in vain. The trophy will be raced for on the beach here every year, and it may be also raced for once a year, making two races annually possible for it. The entry fee will be \$50 per car. The race must be

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at one mile, straightaway, with a flying start. The disposition of the money and all other matters of importance have been left to the board of trustees, composed of Harlan W. Whipple, president of the American Automobile Association; S. A. Miles, general manager of the National Association of Automobile Manufacturers; John B. Parkinson, secretary of the Florida East Automobile Association; George Rowe, president of the New York Press Club; W. J. Morgan, New York Motor Club; H. L. Bowden, Massachusetts Automobile Club; I. B. Potter, president American Motor League; Angus Sinclair, New Jersey Automobile and Motor Club and Frederick Glassup, representing Sir Thomas Dewar, M. P.

The automatic starting device was not used to-day, as it did not work well when tried yesterday, otherwise the McMurtry timing system gave admirable service and the times given were beyond question.



LOUIS S. ROSS' STEAMER

There is an interesting discussion on to-night concerning the eligibility of the car brought on for the races by H. L. Bowden, of Boston. Mr. Bowden built up the car himself at great expense. It has an eight-cylinder motor made by coupling together two four-cylinder Mercedes motors of 60 horse-power each. The work has been splendidly done, but the car is far over 2,204 pounds in weight. As this is the maximum weight for racing cars under the rules of the A. A. A., Referee W. C. Temple says it cannot start officially. Mr. Bowden is a member of the A. A. A. Racing Board, and he therefore bows uncomplainingly to the decision. His friends, however, are taking up his cause, and are quoting the undeniable fact that the entries of several cars far beyond the limit in weight have been accepted.

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Barney Oldfield likes the chances of the Ford racer and of the E. R. Thomas 95-105 horse-power Mercedes, driven by E. E. Hawley. Oldfield said this afternoon that he would not drive in any of the events, as his machine is a track machine of only 60 horse-power and does not claim to be the equal of the big cars entered for the chief event here. He says the best he has been able to make the Peerless Green Dragon do on the beach is a mile in 44 seconds. To-night Oldfield's manager said that Barney will start in the one and five mile events.

There has been a great blunder made in fixing this week for the races. The tides are not right for them. It is low tide before daylight and in the middle of the afternoon. There is a big program to be run off, but the racing cannot begin until afternoon and it is difficult to see how all the events can be held this week.

The social feature of the tournament is more conspicuous than ever this year. The hotels are packed to their utmost capacity and many visitors are forced to be content to stop in alleged cottages adjacent to the big hotel here, where the accommodations are as primitive as those of fifty years ago. Among the guests to-day are the Duke and Duchess of Manchester.

The summaries for Tuesday follow:

One kilometer, for cars weighing from 851 to 1,442 pounds (Class B).—Won by Webb Jay in 15-hp. White; A. Le Blanc, in 20-hp. Darracq, second. Time, 44. 2-5 seconds. Won by nearly half the distance.

Five miles, for stock cars costing from \$2,751 to \$4,000, inclusive.—Won by Charles Soules in 30-hp. Pope-Toledo; M. Roberts, in 40-hp. Thomas, second; John Caswell, in 35-40-hp. Columbia, third. Time, 15 minutes 13 3-5 seconds. Won by 34 1-5 seconds, two-fifths of a second between second and third.

Time trial, five miles.—Guy Vaughn, in 40-hp. Decauville. Record, 3 minutes 31 1-5 seconds. Vaughn, 4 minutes 34 2-5 seconds.

Five miles, for cars costing \$4,001 to \$6,000.—Won by Charles Soules in a 30-hp. Pope-Toledo; Alexis Le Blanc, 20-hp. Darracq, second. Time, 5 minutes 7 4-5 seconds. Won by 1 minute 4 3-5 seconds.

Five miles, for cars costing \$650 and under.—Won by M. B. Aultman in 6-hp. Pope-Tribune. Time, 11 minutes 59 4-5 seconds.

Five miles, for cars costing from \$651 to \$1,000.—Won by Louis Ross in 8-hp. Stanley steamer; W. E. Evans, 10-hp. Autocar, second; C. N. Wheeler, 12-hp. Bartholomew, third. Time, 6 minutes 41 3-5 seconds. Won by 1 minute 32 2-5 seconds.

Time trial, five miles.—By Arthur Macdonald, of London, Eng., in a 90-hp. Napier. Record, 3 minutes 31 1-5 seconds; Macdonald, 3 minutes 32 seconds.

Five-mile handicap, for participants in previous events.—Won by Hiram Percy Maxim in 18-hp. Columbia, 1 minute 47 seconds; Charles Soules, in 30-hp. Pope-Toledo, scratch, second; John Caswell, 35-40-hp. Columbia, 1 minute 12 seconds, third. Time, 7 minutes 18 1-5 seconds.

Trial against record, by Arthur Macdonald, in 90-hp. Napier. Record, 3 minutes 31 1-5 seconds. Macdonald, 3 minutes 17 seconds.

Ten miles, for stock cars costing from \$2,751 to \$4,000.—Won by Charles Soules, in a 30-hp. Pope-Toledo; B. B. Holcomb, 35-40-hp. Columbia, second. Time, 10 minutes 35 3-5 seconds.

Ten-mile time trial by M. G. Bernin, in W. G. Brokaw's 60-hp. Renault.

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Record, 6 minutes 50 seconds, by W. K. Vanderbilt, Jr. Bernin's time, 7 minutes 42 seconds.

Ten miles, for stock cars costing from \$1,001 to \$1,800.—Won by M. J. Budlong, in an 18-hp. Columbia.

Ormond, January 25.—Not yet has the New World famous racing beach of the Florida East Coast had its possibilities of speed exhausted. Faster traveling than ever was seen on a trackless course anywhere in the world was witnessed here to-day. The one-mile had a vigorous all-around drubbing in successive attacks made upon it. The record for the standard distance covered by sportsmen



HENRY L. BOWDEN IN THE 120-HP. MERCEDES

the world over was pounded down from 39 seconds to 38 seconds, then to 34 2-5 seconds and finally to 34 1-5 seconds. Yet there was no one of the small multitude that watched the proceedings that did not realize that even in what had been done the limit had not been reached on this course, built through ceaseless effort, but without expense, by Nature.

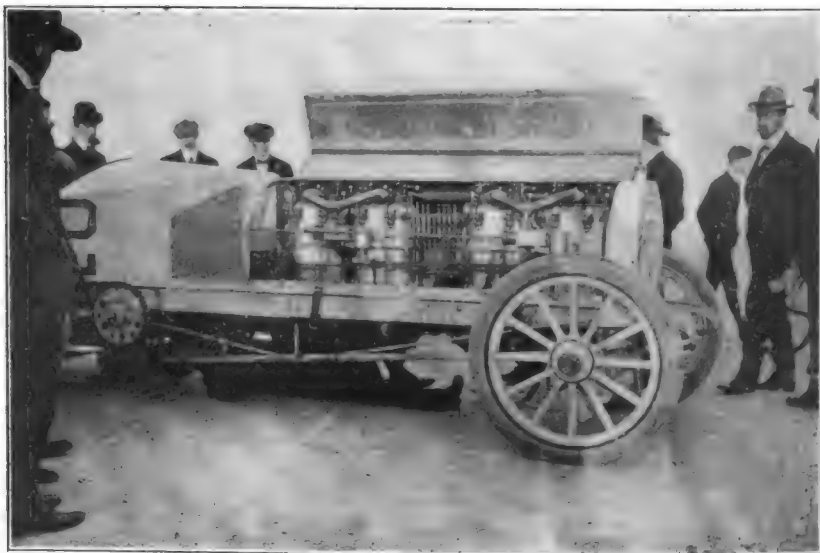
The dethronement of W. K. Vanderbilt, Jr., as the Speed King, and the grasping of the sceptre by Henry L. Bowden, of Boston, who made the new record of a mile in 34 1-5 seconds, was, of course, the central fact of the day's events.

It makes no difference that the new record made by Mr. Bowden will not be officially registered by the American Automobile Association because his car weighs more than 1,000 kilograms (2,204 pounds), the limit of weight fixed for racing cars by the ruling bodies of this country and Europe. The great public

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will register the records and the chronicles of the world's progress will write down the figures 34 1-5 seconds as the high water mark attained by the tide of speed in the year 1905. The official recognition of the performance was given when the car ran over the measured course and the accuracy of the automatic timing device was checked by a score of stop watches in the hands of expert timers. The thousands watching the speed trials can attest the fact of the feat having been performed and the press of the United States and of Europe was notified by telegraph and cable within ten minutes in order that the news might be spread among all the people of the earth. As for the rest, the fact of the rule-making organizations rejecting the record, why, that will be regarded by the millions merely as a technicality of some little societies.

In establishing the new record Mr. Bowden fully confirmed his standing as



HENRY L. BOWDEN'S EIGHT-CYLINDER 120-HP. MERCEDES—TIME, 34 1-5

a wonderfully cool and clever driver. His abilities in this direction have been revealed before, but never have they been brought out sharply by such a supreme test. The course of his car was laid true from start to finish, marked by the red tape, with electric connections lying on the ground between two red flags 30 feet apart. Not once did the big machine falter on its way, but shot true as the arrow of a champion archer, direct to its destination.

In addition to the highest honor for skill in driving, Mr. Bowden won laurels for ingenuity and cleverness in construction, because the car, which he made to run a mile in faster time than any automobile on the highway ever did before, was the creation of his own hand. As already stated, it is driven by two four-cylinder 60 horse-power Mercedes motors coupled together. One motor was already

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in the car, the other Mr. Bowden took from his motor boat. The work was all done under Mr. Bowden's supervision, by his chauffeurs, but that it was done perfectly was proven by the performance of the car against the greatest competitors from all the greatest factories. It was foreign metal and design, but it was American ingenuity that utilized them to conquering advantage.

That the American Automobile Association should refuse to stamp the record with the hallmark of regularity was inevitable. The rules of the organization have been made to conform with those of foreign controlling bodies in order that records made on both sides of the Atlantic may be internationally recognized, compared and accepted. It is the international ruling that 2,204 pounds is the limit of weight for racing cars, and there the matter ends, so far as any officials are concerned, but the earth is large and its race courses are many; and men



FRANK CROKER

W. GOULD BROKAW

WILLIAM WALLACE

PRES. HARLAN W. WHIPPLE

of large ideas may build larger cars, and when men of competency time their efforts the public at large will be little concerned with any such rules.

Second only to the Bowden performance was that of Arthur Macdonald, the Englishman, who drove the 90 horse-power Napier. To him belongs the honor of making the first cut in the existing record, and for a few short minutes he was the holder of the world's record for its standard distance. That it should be surpassed by only one-fifth of a second is a striking commentary on the evenness of the two performances.

W. K. Vanderbilt, Jr., suffers never a bit in personal popularity because of his downfall as a record holder. As a thoroughbred sportsman his fame is unfar-

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nished. The crowd felt sorry that it was not he that made the record, even as it cheered the new champion. Mr. Vanderbilt fulfilled all expectations by being a good loser, and being as cheerful after the trials were over as if he were a three time winner.

With respect to the conditions, they were in some ways unusually favorable, and in others hindering. There was a wind blowing from the northwest at the rate of about thirty or thirty-five miles an hour and almost directly upon the backs of the drivers, but the surface of the beach was only fair. It has been worse, but it has also been much better, and the course of the cars could not be laid in a line absolutely safe, as it can at times when the beach is broader and smoother. The best course was too near the water's edge to be as fast as it would have been if the beach were broader and the course could have been laid a trifle more in shore, where the sand was somewhat drier but not so much so. It is believed that with a better beach and even less wind faster time may yet be made by the same cars.

Aside from the new world records, official and unofficial, by the gasoline cars, and a new record of 38 seconds for steam cars, made by Louis Ross, and the new competition record of 41 1-5 seconds, also made by Ross, the most significant fact of the second day's racing was the closeness of the competition. In the first heat for the Corinthian cup W. K. Vanderbilt, Jr., and E. E. Thomas ran neck and neck and finished so close together that the judges had a difficult decision to make when they awarded Vanderbilt the victory by 1-5 of a second. All of the heats for the Dewar trophy were close, and the final heat was won by Ross by the narrow margin of 2-5 of a second.

The race for the magnificent Dewar Trophy was productive of a battle royal between America and England in the final heat. Macdonald had qualified narrowly through being fastest loser in his heat, and it was in the Englishman that the winner, Louis Ross, found his most formidable opponent. They drew away from Wallace and Oldfield, and came to the finish mark almost wheel to wheel, Ross getting the decision by two-fifths of a second, in the fast time of 41 1-5 seconds.

The unusual and extreme cold was chief among the reasons for calling off the day's races, with that for Corinthian Cup unfinished. The crowd was seeing grand sport, but it began to dwindle before an increasing cold that went to the bone more biting than it does in the North when the thermometer is 20 degrees lower than it was on the beach. With all the great speed made, there was not a mishap of any sort, and the management of the races was excellent. They were handled expeditiously, and the automatic recording device across the course, used for the first time, worked like a charm. It scored not a failure to record, except that several times the racers ran outside of the electric tape, instead of across it, and had to start over again.

Barney Oldfield made his first appearance in the Peerless Green Dragon, in the third heat of the Dewar trophy race, and was greeted with cheers. He won his heat handily and got out gracefully with his underpowered car by finishing a fair fourth in the final. Barney, in his green car, was clad in green corduroy from head to foot, but he was not the most sensationally dressed man on the

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beach, by far. William Wallace drove in a suit of buckskin, with fringe on the side of the trousers, and there were a number of costumes almost as garish.

When asked what he thought of the new records, W. K. Vanderbilt, Jr., smiled pleasantly, but said he would have nothing to say for the newspapers on that day. Mr. Bowden bore his honors modestly and was as reserved as ever.

After W. K. Vanderbilt, Jr., had been the first to start in the time trials and had failed to even equal his former record, he did not return for nearly half an hour, and the crowd said that he had gone on to Palm Beach and would not return, but he did, and smiling, too.

The summaries for Wednesday follow:

One-mile trials.—Henry L. Bowden, 120-hp. Mercedes, 34 1-5 seconds; Arthur Macdonald, 90-hp. Napier, 34 2-5 seconds; Louis S. Ross, 20-hp. Stanley steamer, 38 seconds; William Wallace, 90-hp. Fiat, 39 1-5 seconds; S. B. Stevens, 90-hp. Mercedes, 39 2-5 seconds; E. E. Hawley, 90-hp. Mercedes, 40 2-5 seconds; Walter Christie, 60-hp. Christie, 42 1-5 seconds; M. G. Bernin, 60-hp. Renault, 42 2-5 seconds; W. K. Vanderbilt, Jr., 90-hp. Mercedes, 42 3-5 seconds; A. Duplus, 80-hp. Pipe, 43 3-5 seconds; E. Fredericks, 90-hp. Mercedes, 44 1-5 seconds; Guy Vaughn, 40-hp. Decauville, 48 1-5 seconds; J. L. Breese, 40-hp. Mercedes, 53 2-5 seconds; Webb Jay, 20-hp. White steamer, 53 seconds.

One-mile championship for Dewar Trophy.—First Heat: Won by Louis S. Ross, 20-hp. Ross steamer; A. C. Macdonald, 90-hp. Napier, second; E. R. Thomas, 95-105-hp. Mercedes, third; W. K. Vanderbilt, Jr., 95-105-hp. Mercedes, fourth. Time, 41 3-5 seconds for the winner, making a new competition record; 43 4-5 seconds for second man. Second heat: Won by William Wallace, 90-hp. Fiat; B. M. Shanley, 80-hp. Mercedes, second; M. G. Bernin 60-hp. Renault, third. Times, 49, 54, and 63 3-5 seconds. Third heat: Won by Barney Oldfield, 60-hp. Peerless. Time, 49 3-5 seconds. Final heat: Won by Louis Ross; A. C. Macdonald second, William Wallace third, Barney Oldfield fourth. Times, 42, 42 2-5, and 48 1-5 seconds. Oldfield fifty yards back of Wallace.

Mile, steam cars, for R. C. Clowry Trophy.—Won by Louis S. Ross, 20-hp. Ross steamer; Webb Jay, 15-hp. White, second; J. W. Edmonds, 8-hp. Stanley, third; R. R. Kimball, 10-hp. Stanley, fourth. Times, 57 2-5 and 58 1-5 seconds.

One-mile Corinthian, for amateur drivers, for the L. C. Weir Cup.—First heat: Won by W. K. Vanderbilt, Jr., 95-105-hp. Mercedes; E. R. Thomas, 95-105-hp. Mercedes, second; B. M. Shanley, Jr., 90-hp. Mercedes, third. Times, 47 3-5 seconds, 47 4-5 seconds, and 55 seconds. Second heat: Won by S. B. Stevens, 90-hp. Mercedes; M. M. Wallace, 90-hp. Fiat, second; J. L. Breese, 40-hp. Mercedes, third. Times, 45 2-5 and 46 3-5 seconds. Third heat: Won by A. W. Walker, for Louis Ross, 20-hp. Ross steamer.

Ormond, January 26.—The fog end of the great blizzard reached here to-day and caused a postponement of both the early morning and afternoon contests that had been scheduled. The thermometer began to drop yesterday, and to-day it reached 20 degrees—a polar temperature for this sunny bit of Southland; coupled with a full-fledged gale, which churned the water into huge waves and sent the surf dashing on the beach, it put an end to all thought of carrying through the day's program. It was, therefore, postponed, and the visitors were left to their own devices until to-morrow, when it is hoped to continue the week's contests.

Preventives and Remedies

PART XIX

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Transmission Gears (Continued)—Change of Speed

GOING from higher to lower gear, circumferential gear teeth velocity is reduced in the case of the driving gear, a smaller pinion being taken into use, while it is increased on the driven gear, on which a larger spur wheel is to be engaged. The release of the clutch therefore brings about a disparity in the speeds, which should preferably be alike. With the older cars this drawback was obviated by not releasing the clutch fully, allowing the driving pinion to speed up a trifle before throwing the lever over. With the automatic clutch release, the favorite method is to slam the lever over hard, relying on the rounded edges and the quickness of the movement to effect the change. As the car is usually moving very slowly when the change is desirable, this method, while it looks rough, is mercy to the gears in disguise. But it should never be used as a means for slowing up a fast-moving car. On a rising grade, where gravity will reduce the speed of the car quickly, it will usually be found that a short interval between the release of the clutch and the further movement of the lever will facilitate the change, and the same effect may be obtained on the level (if there is no danger of skidding) by a momentary use of the footbrake immediately after the clutch has been released. But in both cases the lever should be pressed home with decision after the interval, which only serves the purpose of bringing the two gear wheels to approximately the same speed. Whenever a change is made from higher to lower gear there should, in fact, always be a slight halt in the lever motion after its release, unless the car is moving very slowly, but the duration of the halt must necessarily vary with the proportions in the gear wheel sizes and the nature of the road and with the speed. Only familiarity with each vehicle will give the knack of effecting the change in the easiest manner.

Going from lower to higher speed the lever movement should, on the contrary, be rapid and even. In both cases the last part of the motion should be particularly decisive without any faltering whatever.

The recent construction by which both driving and driven gear shafts are made to slide makes no difference in this simple rule for avoiding injury to gear wheels, except that in reducing the distance of the sliding motion, while the lever movement remains unchanged, it quickens the former and contributes to making it easier to follow the rule.

(To be continued.)



A Summer Abroad in a Touring Car—Part XI

By J. L. HUTCHINSON

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HE road to Lucerne skirts the lake called Lucerne, and also "Vierwaldstättersee," the Lake of the Four Forest Cantons. It is credited with being one of the most beautiful of all the Swiss lakes. The road is fully as rich in delightful vistas and changing scenery as any we had encountered. Lucerne lies in a hollow at the foot of the lake, protected by its surrounding hills from the cold winds of the mountains, yet cooled by the breezes which blow from the lake. It has about it the old walls, reminders of the days when the city was the scene of conflict and religious and political strife. It is the city of William Tell; he and his confrères died defending it from the Austrian oppressors. The city remained the center of military struggles until the last century, a battle having been fought almost at its door as late as 1847. For a time it was one of the three capitals of Switzerland.

We had time to see the oft-heard-of lion, which is carved out of the solid rock of a hillside, after a model by Thorwaldsen. It is a monument to the Swiss who died in France during the revolution, more particularly the Swiss Guard which was cut to pieces defending Louis XVI. in the Tuilleries. There was much in the way of galleries, assembly rooms, reading rooms, parks and panoramas, to be seen in Lucerne, and I am afraid we hardly did the city justice in the limited time we spent there. We stopped at the National Hotel, on the shores of the lake, and were well satisfied with our accommodations.

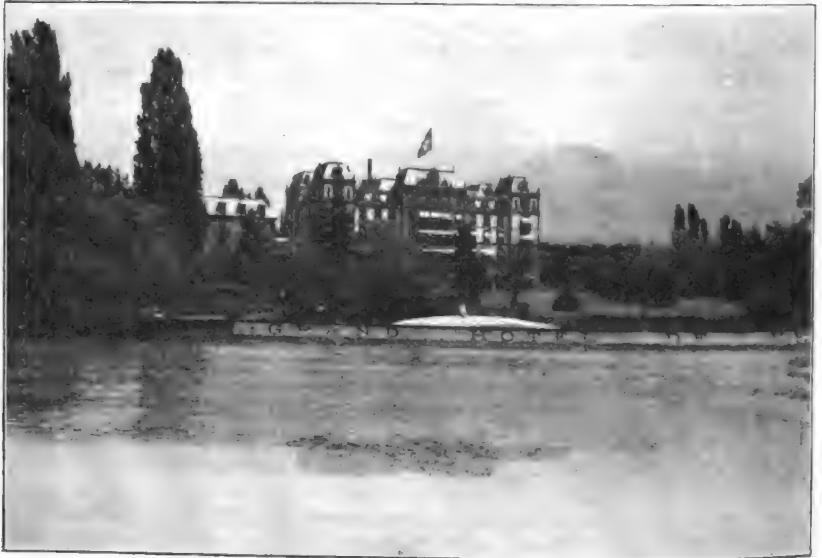
Next day, on our way southward, we passed through the village of Horw. Some one had written a letter to the editor of a Paris newspaper, complaining that the local constabulary were "making it hot" for automobilists who passed through Horw. I had many misgivings as we approached the town, and we held a council of war to determine the best means to adopt so as to be sure not to fall under the displeasure of the police. Some one suggested that we had better be towed through, but this plan was discarded because we asserted that as we had not been towed an inch, so far, we would not begin now. Then we almost settled on the plan of having one of the party walk through the town ahead of the car, so that there could be no question about the rate of progress. No one volunteered to undertake this pedestrian duty, and the plan fell through. But we went through Horw at a pace which left us in doubt at times as to which way we were going. We actually crawled through its streets, and did not put on speed again until we were in the open country beyond.

We learned afterward that there was no basis for the published letter except the fact that a motor driver had been fined at Horw for running at his very highest speed through the streets. Europe is full of these wild rumors. I learned by the time the tour was over not to trust to the talk in the corridors of the hotels, and not to believe everything I saw in a newspaper.

The way from Lucerne lay to the south, through the wonderfully beautiful Brunig Pass. Formerly this pass would not have been accessible to automobiles,

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but a magnificent new carriage way has been built, and we went through without the least difficulty. Below the pass we turned to the right and ran to Meiringen, a pretty little place, and thence by easy stages, first east and then northeast, to Interlaken. The latter is a village built for travelers who are anxious to get to, or to feast their eyes upon, the mountain or chain of mountains known as the Jungfrau. There is much grandeur in the view of the Jungfrau to be had from Interlaken, but aside from that fact, and the further fact that it is prettily set between two small lakes, there is little to interest the tourist. The town is one long street, with hotels and boarding houses on each side. We drove through it and along the northern shore of the Thuner Lake to Thun. This is a picturesque village having quite a large trade with the Oberland. There is nothing of importance there to see, except to note the peculiar construction of



GRAND HOTEL, VEVEY

the houses on the main street, which have projecting basements, with a footpath above them leading to the shops. The road from Thun to Berne can be followed by motor car in only a few hours. As we passed along we had gorgeous views of the Bernese Alps in all their splendor, as they lay under the August sun. The white-topped summits of the various peaks can be made out one by one as the road winds along between the hills.

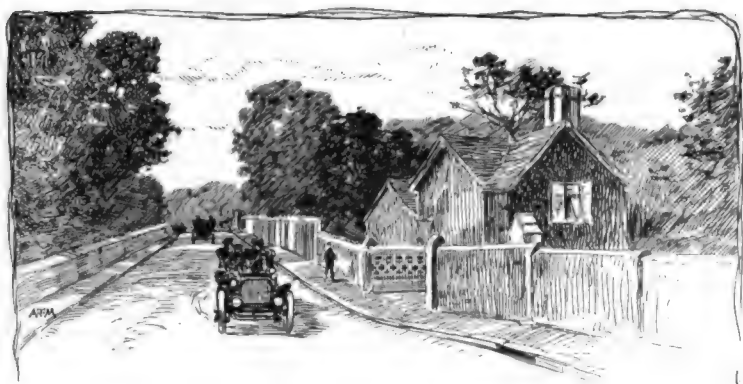
Berne was our stopping place for the night, and we found much to interest us there. The city is full of quaint buildings, towers, fountains, clocks and bells. The coat-of-arms of the city is supported by two bears, and this device of the bears is repeated in nearly all the decorations of the town. The new Parliament House, erected within the last five years, was the most pretentious building we had seen since arriving in Switzerland. From Berne we made a short detour

AUTOMOBILE TOPICS

in our journey, turning out to go to Bulle, where there was a famous wrestling match in progress. The athletic festivals of the Swiss are well worth seeing. We had never seen physical training carried to such a high pitch of science. The feats of the competitors were extraordinary in many instances.

The descent into Vevey, where we arrived one pleasant evening, is down a steep hill. But the guideboards, which are generally more plentiful as you approach the French border, gave us timely warning of the descent, and we took it slowly and safely. Vevey had an interest for us aside from its historic or pictorial side. There are situated the factories of the makers of two articles known the world over—one a famous chocolate, and another a well-known health food for infants. The names of these oft-advertised proprietary articles seemed like a sight at our American magazines. Yielding to the importunities of my family, I was compelled to make a tour of these factories, both large and well-ordered, and worthy the study placed on them.

(To be continued.)



Pioneer Good Roads Man Dead

HENRY I. BUDD, State Road Commissioner of New Jersey, died at his home at Mt. Holly, last week, after an illness of several years. He was regarded as the founder of the good roads system of New Jersey, having begun the work and carried it to its present successful condition of progress. He was appointed commissioner of public roads by Governor Werts in 1895, succeeding the passage of a State good roads law, and succeeding governors have reappointed him without demur.

Who Will Be at Chicago

TO-DAY week, February 4, the annual Chicago show, held in the spacious Coliseum on Wabash avenue, opens its doors on what promises to be in every way a notable advance over its predecessors. For the first time the building will be taxed to its utmost capacity. Every inch of space in both the main hall and the extensive annex, upstairs and down, has been contracted for, and the management has been importuned for more. It is the story of Madison Square Garden over again; the outpouring of space applicants has literally swamped the promoters, and they have been besieged for weeks by requests for allotments of even the most niggardly character. All these have been refused, as in the original apportionment the pruning knife was applied without mercy, and few exhibitors got what they wanted.

Unlike the 1904 show, the present one is almost as representative of the industry as the exhibition at Madison Square Garden, just ended. The importing firms, with the exception of the American De Dietrich Company, give the Chicago function the go-by, as they did a year ago; but they are almost the only concerns of importance which showed cars here that will be absent at next week's exhibition. The Baker Motor Carriage Company cuts out Chicago, as it did in 1904, and of the newer companies, Lozier, Corbin, Springer, Daimler, Lear, Napier and Black Diamond follow their example. Among the other absentees are the Worthington, Matheson, Grout, Covert, Crest, Cameron, and a few other of the smaller fry, some of whom, Lear and Logan, for example, are probably kept away by inability to obtain space.

On the other hand, there are a number of concerns showing at Chicago who were not at New York. That this list is smaller than it was a year ago is due chiefly to the fact that many of the purely Western concerns came East this year, evidently recognizing that the exhibition at Madison Square Garden was in reality, as in name, a national show. However, such firms as the Adams Company, of Dubuque, Iowa; Woods, of Chicago; Columbus, Moline, Monarch, Holsman, Auburn, Stoddard, Fredonia, Marble-Swift, Tincher and Mead, will lend a tinge of novelty to the Windy City exhibit.

The complete list of exhibitors is as follows:

MAIN FLOOR.

- 1 to 3.—Winton Motor Carriage Company, Cleveland Ohio.
- 4. 5.—National Motor Vehicle Company, Indianapolis, Ind.
- 1 to 8.—Apperson Bros. Automobile Company, Kokomo, Ind.
- 9 to 12.—Knox Automobile Company, Springfield, Mass.
- 13 to 15.—Studebaker Automobile Company, South Bend, Ind.
- 16.—Chicago Motorcycle Company, Chicago, Ill.
- 16.—Chicago Caloric Engine Company, Chicago, Ill.
- 17 to 19.—Packard Motor Car Company, Detroit, Mich.
- 20 to 23.—Electric Vehicle Company, Hartford, Conn.
- 24.—Haynes-Apperson Company, Kokomo, Ind.
- 25 to 28.—Thomas B. Jeffery & Co., Kenosha, Wis.
- 29.—Duryea Power Company, Reading, Pa.
- 30 to 32.—Woods Motor Vehicle Company, Chicago, Ill.

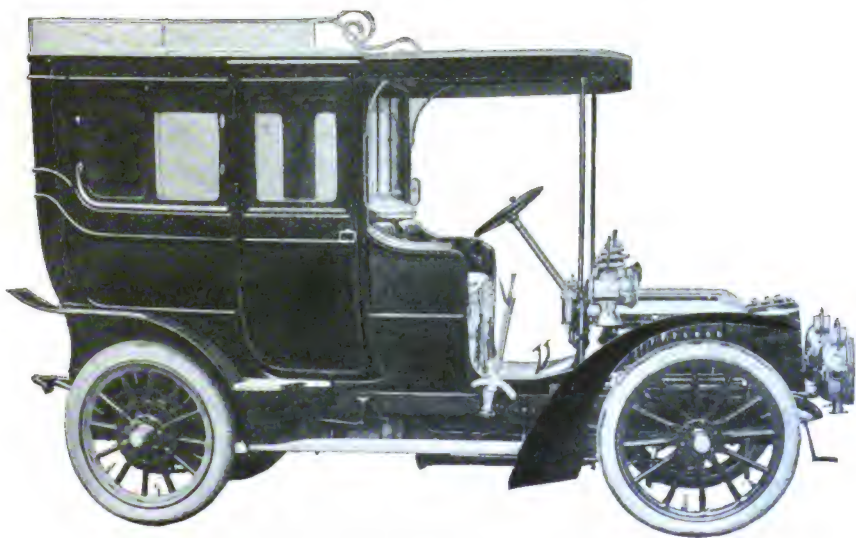


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WINS GAICWAR CUP INDIA RELIABILITY TRIALS

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Defeated 38 different English and European Machines.



De Dietrich Coupé Limousine, 20 and 30 Horse-Power

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975

Mention "Automobile Topics" when writing

New York to Chicago

Seventh Section—Buffalo to Erie

The road from Buffalo to Erie is all that any tourist could ask for, and some fast driving may always be indulged in. The road is lined on both sides with prosperous-looking farms and farm-houses, and if the driver of the car is not particularly careful the slaughter of dogs and barnyard fowls who use the center of the roads for resting places will be something fearful. During the St. Louis tour one of the tourists made the ninety-four miles from Buffalo to Erie in three hours and fifty minutes. Any car of limited horse power can make this easy run without an effort. If it is desired to make an all-day run, Fredonia, forty-four miles, makes a good noon stop.

From Iroquois Hotel go south on Main street three blocks, turn left into Swan street for thirteen blocks; turn right to Hamburg street, cross bridge over railroad, then under railroad and three blocks beyond turn left to Elk street, curve right into Abbot road; then right to Triangle street, and into South Park avenue turn right at Ridge road and at steel works turn left to Shore road, which follow direct through Woodlawn Beach to

WANAKAH (15 miles).

Continue straight ahead through Idlewood and take second road to left, following telegraph poles to

EVANS CENTER (24.3 miles).

Keep straight ahead, following telegraph poles to

FARNHAM (29.5 miles).

Cross railroad and again cross at Irving Station, turn right at Green Hotel and one block beyond turn left to

IRVING (31.7 miles).

Turn right one block beyond flag-staff, then straight ahead to

SILVER CREEK (35.2 miles).

Turn left at hotel and straight ahead to **SHERIDEN CENTER (41.5 miles).**

Straight ahead to **FREDONIA (43.8 miles).**

Continue straight ahead on highway to **BROCTON (54.3 miles).**

Straight ahead to **WESTFIELD (64.3 miles).**

Continue straight ahead, following telegraph poles to

FORSYTHE (68.8 miles).

Straight ahead through **RIPLEY (72.3 miles).**

Straight ahead to **STATE LINE (75.3 miles).**

Straight ahead to **NORTH EAST (79.8 miles).**

Straight ahead to **MOORHEADS (84 miles).**

Follow car line to **HARBOR CREEK (87 miles).**

Straight ahead through **WESLEYVILLE (90.8 miles).**

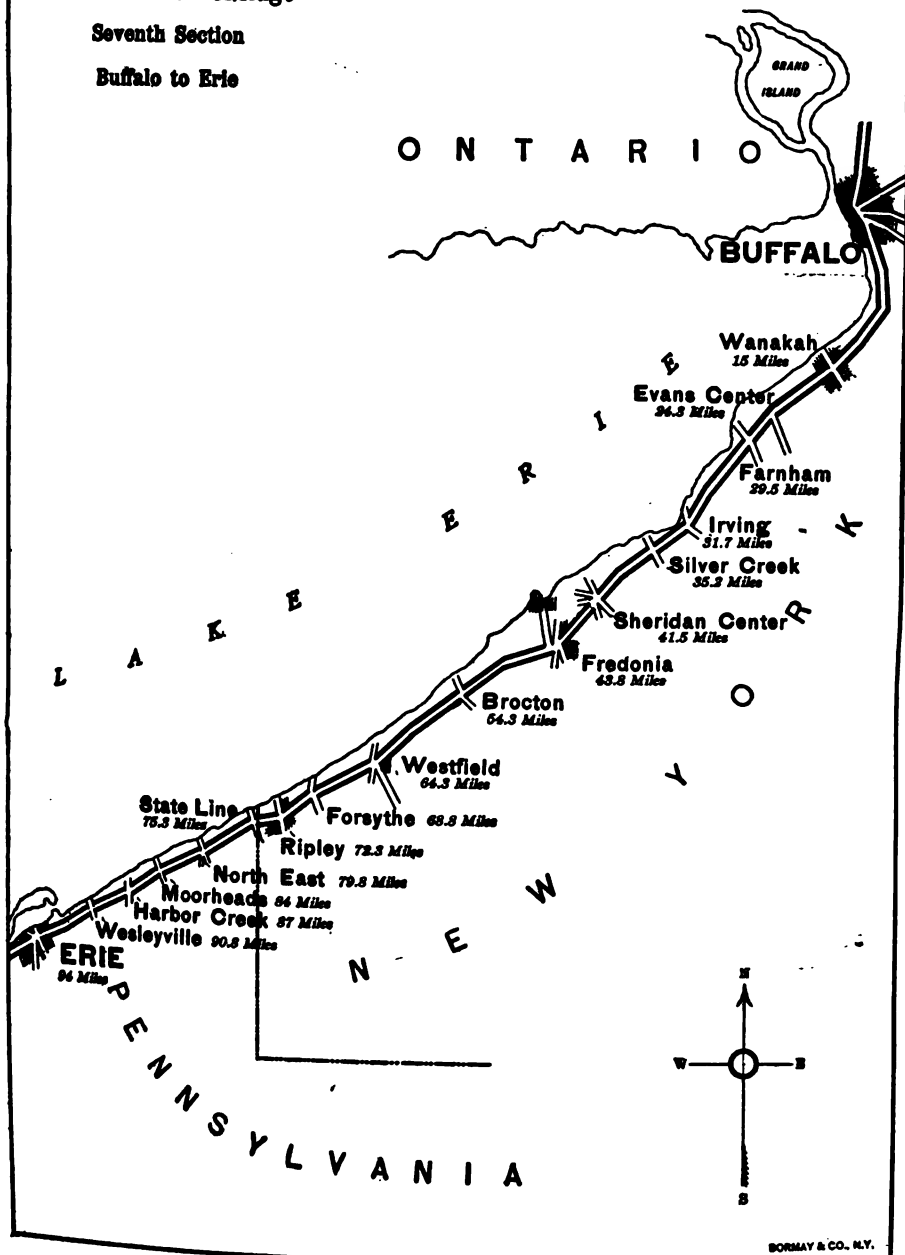
Continue on following car tracks to park in **ERIE (94 miles).**

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Seventh Section

Buffalo to Erie



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Specialties a la Carte

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Suppers delightfully
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Three Orchestras

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The Truffault-Hartford Shock Absorber

**Universally Conceded to
Have Won
The Gordon Bennett Cup,
1904.**

Aren't you tired of incessant jolts,
Punctured tires and loosened bolts?
Slowing down at crosswalks
Twice for every block
Is absolutely necessary
To save the car from shock.
Now is the time to secure a device,
So simple in construction
Is attached in a trice.
The Hartford Shock Absorber,
When added to a car,
Gives comfort to the passengers
And removes the slightest jar.
Makes the car ride like a Pullman,
And the passengers inside
Can't tell cobblestones from asphalt,
So easily does it ride.

If you want to know more about this wonderful Shock Absorber, write us.

Price per complete set of 4 suspensions, \$60. Applied at our factory, 390 Hudson St., New York City for \$10 additional

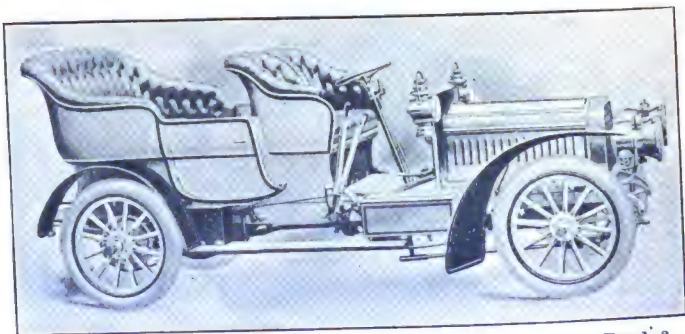
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Horse
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\$7,500**



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AUTOMOBILE TOPICS

- 33 to 35.—Royal Motor Car Company, Cleveland, Ohio.
- 36 to 39.—Electric Vehicle Company, Hartford, Conn.
- 40.—Haynes-Apperson, Kokomo, Ind.
- 41, 42.—Elmore Manufacturing Company, Clyde, Ohio.
- 43 to 45.—E. R. Thomas Motor Company, Buffalo, N. Y.
- 49, 50.—George N. Pierce Company, Buffalo, N. Y.
- 51 to 54.—And 67 to 70. Pope Motor Car Company, New York City.
- 55, 56.—Olds Motor Works, Detroit, Mich.
- 57, 58.—Peerless Motor Car Company, Cleveland, Ohio.
- 59 to 62.—Locomobile Company of America, Bridgeport, Conn.
- 63.—Mitchell Motor Car Company, Racine, Wis.
- 64.—Maxwell-Briscoe Motor Company, Tarrytown, N. Y.
- 65, 66.—George N. Pierce Company, Buffalo, N. Y.
- 71, 72.—Olds Motor Works, Detroit, Mich.
- 73, 74.—Peerless Motor Car Company, Cleveland, Ohio.
- 75 to 78.—Locomobile Company of America, Bridgeport, Conn.
- 79.—Mitchell Motor Car Company, Racine, Wis.
- 80.—Maxwell-Briscoe Motor Company, Tarrytown, N. Y.
- 81 to 83.—White Sewing Machine Company, Cleveland, Ohio.
- 84, 85.—Kirk Manufacturing Company, Toledo, Ohio.
- 85 to 86.—Northern Manufacturing Company, Detroit, Mich.
- 87, 88.—Autocar Company, Ardmore, Pa.
- 89, 90.—Cadillac Automobile Company, Detroit, Mich.
- 91, 92.—J. Stevens Arms and Tool Company, Chicopee Falls, Mass.
- 93 to 96.—H. H. Franklin Manufacturing Company, Syracuse, N. Y.
- 97, 98.—C. H. Blomstrom Motor Company, Detroit, Mich.
- 99.—Union Automobile Company, Union City, Ind.
- 100.—Adams Company, Dubuque, Iowa.
- 101, 102.—Columbus Motor Vehicle Company, Columbus, Ohio.
- 103.—Moline Automobile Company, Moline, Ill.
- 104.—Check room, public stenographer, photographer.
- 105, 106.—Buick Motor Car Company, Jackson, Mich.
- 107, 108.—Wayne Automobile Company, Detroit, Mich.
- 109, 110.—St. Louis Motor Carriage Company, St. Louis.
- 111, 112.—Cleveland Motor Car Company, Cleveland, Ohio.
- 113.—Monarch Auto Car Company, Chicago, Ill.
- 114.—Marion Motor Car Company, Indianapolis, Ind.
- 115 to 117.—A. C. Banker Company, Chicago, Ill.
- 118.—Hagmann & Hammerly, Chicago, Ill.
- 119.—Holsman Automobile Company, Chicago, Ill.
- 120, 121.—Premier Motor Car Manufacturing Company, Indianapolis, Ind.
- 122 to 125.—Waltham Manufacturing Company, Waltham, Mass.
- 126, 127.—Welch Motor Car Company, Detroit and Pontiac, Mich.
- 128.—Wayne Works.
- 129 to 131.—Reo Car Company, Lansing, Mich.
- 132, 133.—Model Gas Engine Works, Auburn, Ind.

AUTOMOBILE TOPICS

- 134, 135.—Austin Automobile Company, Grand Rapids, Mich.
136 to 140.—Ford Motor Company, Detroit, Mich.
141.—Reliance Motor Car Company, Detroit, Mich.
142.—Auburn Automobile Company, Auburn, Ind.
143.—Tincher Automobile Company, Chicago, Ill.
144.—Kilfyre, 84 La Salle street, Chicago, Ill.
145, 146.—Standard Wheel Company, Terre Haute, Ind.
147, 148.—Mead Cycle Company, Chicago, Ill.
149.—John L. Dolson & Sons, Charlotte, Mich.

ANNEX (FIRST FLOOR).

- 150, 151.—Acme Motor Car Company, Reading, Pa.
152.—Hammer Motor Company, Detroit, Mich.
153 to 155.—American De Dietrich Motor Car Company, New York.
156.—Michigan Automobile Company, Kalamazoo, Mich.
157, 158.—Bartholomew Company, Peoria, Ill.
159, 160.—Royal Automobile Company, Cleveland, Ohio.
161.—F. B. Stearns Company, Cleveland, Ohio.
162.—Michigan Automobile Company, Kalamazoo, Mich.
163.—Pierce Engine Company, Racine, Wis.
164.—Pungs-Finch Automobile & Gas Engine Company, Detroit, Mich.
165, 166.—Reid Manufacturing Company, Detroit, Mich.
167.—F. B. Stearns & Co., Cleveland, Ohio.
168 to 172.—Vehicle Equipment Company, New York City.
173, 174.—Stoddard Manufacturing Company, Dayton, Ohio.
175.—Marble-Swift Automobile Company, Chicago, Ill.
176.—Fredonia Automobile Company, Youngstown, Ohio.
177.—Coldwell Lawn Mower Company, Newburg, N. Y.

GALLERY.

- 179.—Sprague Umbrella Company, Norwalk, Ohio.
180.—Dow Portable Electric Company, Braintree, Mass.
181.—Warner Instrument Company, Beloit, Wis.
182.—Steel Ball Company, Chicago, Ill.
183.—Whitney Manufacturing Company, Hartford, Conn.
184.—Aurora Automatic Machinery Company, Aurora, Ill.
185.—Autocoil Company, Jersey City, N. J.
186.—Wray Pump & Register Company, Rochester, N. Y.
187, 188.—Briscoe Manufacturing Company, Detroit, Mich.
189.—R. E. Hardy Company, New York City.
190.—Swinehart Clincher Tire & Rubber Company, Akron, Ohio.
191, 192.—Standard Oil Company, Chicago, Ill.
193.—Hyatt Roller Bearing Company, Harrison, N. J.
194.—Hine-Watt Manufacturing Company, Chicago, Ill.
195, 196.—Morgan & Wright, Chicago, Ill.
197.—Twentieth Century Manufacturing Company, New York City.
198.—Dayton Electrical Manufacturing Company, Dayton, Ohio.
199, 200.—Diamond Rubber Company, Akron, Ohio.

AUTOMOBILE TOPICS

- 201.—R. E. Dietz Company, New York City.
- 202.—Firestone Tire & Rubber Company, Chicago, Ill.
- 203.—Motsinger Device Manufacturing Company, Pendleton, Ind.
- 204.—Standard Welding Company, Cleveland, Ohio.
- 205, 206.—Hartford Rubber Works Company, Hartford, Conn.
- 207.—Veeder Manufacturing Company, Hartford, Conn.
- 208.—Fisk Rubber Company, Chicopee Falls, Mass.
- 209, 210.—Gray & Davis, Amesbury, Mass.
- 210, 211.—G. & J. Tire Company, Indianapolis, Ind.
- 212, 213.—Badger Brass Manufacturing Company, Kenosha, Wis.
- 213, 214.—Goodyear Tire & Rubber Company, Akron, Ohio.
- 215.—Rose Manufacturing Company, Philadelphia, Pa.
- 216.—B. F. Goodrich Company, Akron, Ohio.
- 217.—S. F. Bowser & Co., Fort Wayne, Ind.
- 218, 219.—Remy Electric Company, Anderson, Ind.
- 220.—Herz & Co., New York City.
- 221.—Brennan Manufacturing Company, Syracuse, N. Y.
- 222.—Knoblock-Heideman Manufacturing Company, South Bend, Ind.
- 223.—Pope Manufacturing Company, New York City.
- 224.—C. F. Splitdorf, New York City.
- 225.—Shelby Steel Tube Company, Pittsburg, Pa.
- 226.—India Rubber Company, New Brunswick, N. J.
- 227.—National Carbon Company, Cleveland, Ohio.
- 228.—Tokheim Manufacturing Company, Cedar Rapids, Ohio.
- 229.—McGiehan Odometer & Manufacturing Company, New York City
- 230.—Warner Gear Company, Muncie, Ind.
- 231.—Electric Contact Company, New York City.
- 232.—American Roller Bearing Company, Boston, Mass.
- 233.—Brown-Lipe Gear Company, Syracuse, N. Y.
- 234.—Baldwin Chain Manufacturing Company, Worcester, Mass.
- 235.—Timken Roller Bearing Company, Canton, Ohio.
- 236.—B. F. Goodrich Company, Akron, Ohio.
- 237.—Imperial Wheel Company, Flint, Mich.
- 238.—Detroit Steel Products Company, Detroit, Mich.
- 239.—Oliver Manufacturing Company, Chicago, Ill.
- 240 to 244.—A. O. Smith Manufacturing Company, Milwaukee, Wis.
- 245, 246.—Byrne, Kingston & Co., Kokomo, Ind.
- 247.—J. W. Jones, New York City.
- 248.—Stolp Manufacturing Company, Chicago, Ill.
- 249.—Webb Company, New York City.
- 250.—Pennsylvania Rubber Company, Jeanette, Pa.
- 252.—Long Manufacturing Company, Chicago, Ill.

ANNEX (SECOND FLOOR).

- 261 to 263.—E. J. Willis & Co.
- 264.—Hill Manufacturing Company.
- 265.—Pneumatic Tire Protector Company.

AUTOMOBILE TOPICS

- 266.—Autocar Equipment Company.
- 267.—Chicago Storage Battery Company.
- 268.—Cullman Wheel Company.
- 269.—Chicago Rawhide Manufacturing Company.
- 270.—Joseph Dixon Crucible Company.
- 271.—Whiteley Steel Company.
- 272 to 276.—Excelsior Supply Company.
- 277 to 279.—C. P. Kimball & Co.
- 280.—Vesta Accumulator Company.
- 281.—Standard Carriage Lamp Company.
- 282 to 286.—Excelsior Supply Company.
- 287 to 289.—C. P. Kimball & Co.
- 290.—McCord & Co.
- 291.—American Electric Novelty & Manufacturing Company.
- 292.—Charles Kaestner Manufacturing Company.
- 293.—Hartford Suspension Company.
- 294.—Hendee Manufacturing Company.
- 295 to 297.—Automobile Supply Company.
- 298, 299.—Motor Car Supply Company.
- 300.—Sherwin-Williams Company.
- 301 to 303.—Motor Car Equipment Company.
- 304.—J. Lauth Company.
- 305, 306.—Chicago Battery Company.
- 307, 308.—Beckley-Ralston Company.
- 309, 310.—Pantasote Company.
- 311, 312.—Wheeler Manufacturing Company.
- 313.—Limousine & Carriage Company.
- 314.—Star Remedy Company.
- 315.—Merrill-Stevens.
- 316.—William Roche.
- 317, 318.—C. B. Borland.
- 319, 320.—Exmoor Storage Battery Company.
- 321 to 323.—Motor Car Supply Company.
- 325.—Valentine & Co.
- 326.—Concentrated Acetylene Company.
- 327.—Advance Packing & Manufacturing Company.
- 328.—Continental Engine Company.

It has now been discovered that the automobile has placed grand opera within the reach of the Paris bourgeoisie. It came about in this way: The erstwhile patrons of the prima donna and the ballet have of late given more attention to automobiling than to the opera, and the latter has suffered to such an extent that it became necessary to look around for new patrons. The middle classes just filled the bill, so prices were reduced and they flocked to the opera, thus equalizing matters. Meanwhile, the nobility and the gentry tour along the Riviera, in Touraine or in Brittany, with manifest advantage to health and an accretion of pleasure.

Cuba Prepares to Welcome Racing Motorists

"ON to Cuba!" is the cry that is being raised while the speed and pleasure-loving motorists are still engaged in their annual bout with Father Time on the storm-swept Florida sands. Already the advance guard is preparing to sweep down on the Queen of the Antilles, with the laudable intention of giving the grave senors and sprightly senioritas their first glimpse of automobile racing—that newest and most fascinating phase of the life strenuous.

Only ten days' breathing space will be given the racing contingent between



HAVANA-SAN CRISTOBAL ROAD

the Ormond-Daytona meeting, which ends to-day, and the First Annual International Automobile and Autoboat Race Meet, to give the Cuban speed jubilee its official title. February 9 to 12 are the dates selected by the International Automobile Racing Association of Cuba, which was formed to promote these races. The entries close to-day with W. J. Morgan, American representative, 116 Nassau street, and it is expected that practically all the racing men, and a considerable portion of the motorists, in attendance at Ormond will arrange to go to Havana for the first meet with an international flavor scheduled to be run on this hemisphere.

The projected meet is, of course, a direct outcome of the splendidly successful carnival now drawing to a close on the Florida beach. As a Winter resort,

AUTOMOBILE TOPICS

Cuba is several notches ahead of Florida. Nothing quite so novel as automobile racing has yet been placed before the Cuban public, and Generalissimo Morgan is confident that the Dons will vote it more thrilling than, and quite as dangerous as, bull fighting. With the alluring Cuban climate, and the pleasure-loving populace in evidence, it was only necessary to find suitable roads, and then to bring the men and machines to do the speeding. The roads were found to be adaptable, and the necessary repairs and extensions to make them practicable for the passage of high-powered cars at top speeds were promised and set on foot.

The program of the carnival calls for four days' events. They consist of a series of short races for cars of various classes, three motor boat races, and a



VILLAGE OF MARIANO

night floral parade on the famous Prado, the magnificent drive overlooking Havana harbor.

The road race will be the principal feature of the carnival. The distance of the event will be 100 miles, and the route between the little villages of Marianao and San Cristobal. Marianao, the starting point, is situated a few miles outside of Havana, near the site of Camp Columbia, where the American Army headquarters were located, following the Spanish-American War. San Cristobal is fifty miles distant, and the racers will turn at this point for the return half of the journey. The road is described by American automobilists who have covered it as a perfect race course. It was constructed by the Government, and is composed of lime and pulverized stone. The only drawback is its meager width,

AUTOMOBILE TOPICS

the average being less than thirty feet. It is lined with royal palms, banana and pineapple groves, and winds by some of the richest tobacco plantations on the island. Along its entire length the sea can be seen, from a mile to five miles distant. For scenic beauty and practical utility as a course it is doubtful if any road in the world offers more attractions to automobilists. A speed of seventy-five miles an hour, it is said, is easily possible, and the construction of the road almost obviates danger from dust clouds.

It is proposed to hold such a race, or possibly one at a longer distance, annually. To encourage the event the Municipal Council of Havana will offer a cup



THROUGH ONE OF THE VILLAGES

of the value of \$1,000 for next month's event, and the offer will be renewed from year to year.

The floral parade, which will wind up the Havana carnival, is expected to rival in beauty anything of the kind ever attempted. It will be known as the "battle of flowers." Arrangements are being made to provide several carloads of flowers for decorative and pelting purposes, and the Prado will be brilliantly illuminated for the event. Prizes will be given for the best decorated automobiles. The program, as prepared in full, is as follows:

FEB. 9.—ROAD RACES.

1. Quarter-mile dash, best two in three heats.
2. Half-mile dash, best two in three heats.

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- 6. One-mile dash, best two in three heats.
- 4. Five-kilometer race (3.1 miles). Handicap.
- 5. Ten-kilometer race (6.2 miles). Handicap.
- 5. Fifteen-kilometer race (9.3 miles). Handicap.
- 7. Twenty-kilometer race (12.4 miles). Handicap.

EB. 10.—AUTO BOAT CONTESTS, HAVANA HARBOR.

- 3. One-mile race.
- 3. Five-mile race.
- 0. Ten-mile race.
- 1. Twenty-mile race.

Prize floral and decorative illuminated parade and battle of flowers on the famous Prado.

The officers of the International Racing Association of Cuba are: Enrique Conill, president; L. G. Rabel, treasurer; J. B. Herrera, assistant treasurer; F. Toraya, civil engineer; J. de Arms, European agent; R. C. Mendoza, secretary; Honoré Lainé, United States secretary; and R. Berndes, European secretary.

FEB. 11.

- 12. One hundred-mile road race over the famous Havana-San Cristóbal road, for the Havana Municipal \$1,000 Cup.

FEB. 12.

- 13. Sight-seeing runs, by visiting and local automobilists, in and around the Cuban capital, under the guidance and entertainment of the association.

—

In all events, except the 100-mile, three prizes will be given. In the 100-mile, in addition to the first prize, a gold souvenir medal, commemorating the event, will be given to all who finish the race within two hours' racing time.



REPAIRING A ROAD FOR THE RACE

The 1905 Bennett Race Course

SINCE the Bennett Cup race has to be run in the country that holds the cup, it is to France that this year falls the honor of inviting foreign clubs to come to contend with it on its own territory for the valuable trophy. Bearing well in mind the welcome that the representatives of its industry received in England, at the circuit of Ireland, in 1903, and in Germany at the circuit of Taunus, in 1904, France does not propose to fail in its obligation of courtesy.

As has been announced in *AUTOMOBILE TOPICS*, the Auvergne circuit has been chosen for the contest.

It was M. Michelin, the famous tire man, who proposed the circuit of Auvergne, and it was at once taken into serious consideration by the Automobile Club of France, and later accepted.



ON THE 1905 BENNETT COURSE—SELECTED BY M. MICHELIN

Photo from E. D. Winans.

It would have been easy to find in France an entirely level circuit, with fine roads, without sharp turns, and for genuine tests of speed the roads of Touraine and Champagne, for example, would have been wonderfully well adapted. But all the preferences of the French Club were for a mountain race.

It is no longer a question, in fact, of attaining fantastic speeds of eighty or ninety miles an hour, on an average. It is desired to demand still more of the engines, and to test the strength of the different members of the cars, the resistance as well as the flexibility of the chassis, and the operation of the brakes. Although the racers may be monsters, they will have to be monsters that are extraordinarily tractable and manageable.

From this point of view the circuit of Auvergne will afford a wonderful test of endurance, it being, in fact, a mountain course. Of a total length of 81 miles,

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the starting point of the circuit will be at the place called "Ler Quatre Routes," at about one and eight-tenths miles from Clermant. The road, which is wide, and kept in excellent repair, ascends sinuously the cliff that overlooks Clermant. The gradient is very marked, exceedingly so, in fact, since at 1.25 mile from the start, at the point called "Le Grand Tournant," the altitude is 2,150 feet.

The road continues to ascend, and the gradient remains very steep, but, upon the whole, negotiable until we reach the hamlet of Baraque, fifty miles distant from Clermant, and at an altitude of 2,625 feet. Is the summit the culminating point? it may be asked. Next, the cars must ascend to the neck of the Moreno, situated at an altitude of 3,490 feet. In this part of the route the turns are wide and there are no ruts in it whatever.



ON THE 1905 BENNETT COURSE—SELECTED BY M. MICHELIN

Photo from E. D. Winans.

The descent upon the west slope of the neck of the Moreno is effected through a wide but somewhat sinuous road. The hamlet of the "Quatre Routes" is reached at exactly 7.6 miles from Baraque, and at an altitude of 2,690 feet. It is at the very entrance of this small village that is found the first really interesting turn of the route. Although it is not dangerous, the racers will do well to slow down their speed slightly in making it.

Next comes the Rochefort road, which is eight miles from the "Quatre Route." In this part of the circuit the road is good. It appears that the approaches to the village of Rochefort are somewhat difficult. The descent to the village, with a gradient of nine per cent., and the famous turn of "La Remise," will not permit the racers to negotiate either under speed.

It would be bad form to complain, however, since the circuit comprises, in

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fact, but two villages, and these level stretches, while in the preceding circuit they amounted to at least half a dozen.

We now quickly reach Laquenille. In the stretch of 5.25 miles that separate this village from Rochefort we find no great difficulty. At Laquenille we find a turn that seems to be a very near relative of the one situated at the exit from Rochefort. We afterward traverse a plain covered with heather, that reminds us of some piece of Breton wasteland. Its altitude varies between 1,960 and 2,300 feet. We leave the village of Bounge-Lastic to our left, and after a run of a few miles reach the village of Herment, which overlooks the road to our left. By a sinuous road, which is not quite so wide, we make for Pontaumar, the curiously inclined thatched roofs of which we perceive from a distance.

Reaching the road from Pontaumar to Clermant, we turn at right angles to



ON THE 1905 BENNETT COURSE—SELECTED BY M. MICHELIN

Photo from E. D. Winans.

the right and leave Pontaumar to our left. Thence, to the hamlet of Goutelle we have quite a long incline of about four per cent., which recalls the hills of the Esterelle. We afterward traverse Bromont-La Mothe, where the road is level. We next approach Pontgibaud. The gradient is very pronounced, and the road is embanked. At the entrance to Pontgibaud we find a turn having a pronounced angle upon a small bridge that crosses the Sioule. From Pontgibaud to the small village of Vauriat we climb by a gradient which is at first very steep, and afterward much easier, and traverse a level stretch near the Vaurist railway station.

We next approach the neck of the Crater, situated at an altitude of 3,280 feet. In order to reach this neck we have a superb straight line of about two miles on the side of a hill in the center of the Nugere woods. After the neck of the crater has been passed, the road runs towards Clermant, and we rapidly descend to the starting point.

Philadelphia Show Opens Quietly

PHILADELPHIA, January 24.—A decided improvement in point of attendance took place to-night, as compared with the opening, and as a result the show and its accompaniments assumed a brighter and more cheerful appearance. If the improvement continues, as it bids fair to do, Philadelphia being constitutionally averse to crowding things, this, the Fourth Annual Automobile Show, will take a much higher rank than any of its predecessors.

There is every reason why it should do so. In the first place, the location of the exhibition, in the First Regiment Armory at Broad and Callowhill streets, is a decided improvement over that of last year, when the show was held far up on North Broad street, and the comparative nearness to the aristocratic section south of Market street is a point very much in favor of the present function. Next, although there are several notable absentees, owing to local dissatisfaction with the management of the show, the exhibits themselves show a big advance over those of a year ago, and the interest in the self-propelled vehicle is much greater than ever before. These causes are all expected to have a beneficial influence before the week is far advanced.

Despite the fact that the decorations of the hall are mediocre, the exhibits present a decidedly pleasing appearance. The main floor is largely given up to big spaces, that of the Eastern Automobile Company, representing the Peerless, Northern, and Stevens-Duryea, being conspicuous, as is the Wanamaker exhibit, showing Premier cars, and the exhibit of the Pennsylvania Electric Vehicle Company, Columbia and Buick cars. The Rose Manufacturing Company has the Haynes line, and displays it attractively, while the Locomobile exhibit, although not favored in its location, is noteworthy from its fine-appearing cars. The Quaker City Automobile Company also made an imposing showing with its Oldsmobile, Pope, White and Franklin lines.

The tire and parts people have made the most of their opportunities, and have fitted up attractive-looking stands for the display of their wares. They appear to be doing business, too, and speak in a cheerful tone of the results of their work so far, and manifestly expect to do much better before the week is over.

Novelties were scarcely to be looked for, especially so soon after the closing of the New York show, but they are here, nevertheless. Chief among them is the Crawford car, which R. L. Crawford, of Hagerstown, has been at work on for almost a year, and which is shown here for the first time. The Fairmount Engineering Works, Philadelphia, is also exhibiting a car of its own manufacture called the Chadwick, while Rodgers & Co., of Columbus, Ohio, complete the list of concerns not seen in New York. The Chadwick car is rated at 24-30 hp., and is driven by a vertical four-cylinder engine. The Rodgers contribution is a very handsome coupe, intended for the use of physicians or other all-weather users. The body is mounted on a chassis which also takes the regular runabout body. The price of the car is \$1,300. The power plant consists of the well-known Rodgers air-cooled motor, of the double-opposed cylinder type, placed transversely in front.

The Crawford line consists of a two-passenger car, at \$1,000, and a four-passenger one at \$1,650. It is the former, a runabout, that is shown, and it is a good-looking, clean-cut car. The engine is of the two-cylinder vertical type.

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mounted in front, under the regulation bonnet, and developing 10 hp. The frame is made of channel and angle iron, flanged and brazed. The front axle is a large steel tube, and the rear live, running in ball bearings, made of weldless steel sleeve, nickel steel inner shaft. All ball bearings are cut from the bar of special high-grade tool steel, hardened in water, and tempered.

The drive is by a single roller chain, mounted on a bevel-gear differential, and the transmission is the well-known planetary system, giving two speeds ahead and reverse, controlled by one side lever.

The Rambler, Winton and Darracq concerns are holding shows of their own in their Broad street stores. They have decorated their premises and put on a gala air, and are getting a good share of attention.



THE NEW CRAWFORD

Would Imprison Speeding Motorists

THE opening gun in the legislative battle over automobiles in this State was fired last week. Senator Saxe, of this city, on behalf of the irrepressible West End Association, introduced a bill which makes it no longer possible for automobilists found guilty of breaking the speed laws to escape with a fine only. The measure gives to the Court of Special Sessions, before which such offenders shall be brought in the city of New York, discretion as to the imposition of either a fine or imprisonment for first offenders.



Automobile Club of France Grand Prix Rules

THE Automobile Club de France has reported officially the rules drawn up for the Grand Prix.

The race will be run in the first week of July. Entries close March 1.

The opening paragraphs announce that the race will be run at the same time as the Bennett International Cup. The first fifteen machines in the French eliminatory race shall be qualified to take part in the Grand Prix without payment of any entry fee; the first three in the eliminatory race will form the team for the Bennett Cup, and will compete simultaneously in the two races.

For foreign automobiles the entries will be accepted by invitation.

Each country will have a limited number of machines in the race, corresponding approximately to its relative importance in the automobile industry.

The number of machines assigned to each country is as follows: Germany 6, Great Britain 6, Italy 3, Switzerland 3, Austria 3, the United States 3, Belgium 3, total 27.

No manufacturer can be represented by more than three machines, and the amount of entry for a foreign machine is 5,000 francs.

Only foreign machines or machines which form a team for the Bennett Cup, and which do not pay this fee of 5,000 francs, will compete exclusively for the Bennett Cup; and any machine so entered will not be entitled, no matter what place it holds, to obtain the prize or classification pertaining to the Grand Prix of the Automobile Club de France; and the prizes of the Grand Prix will be given only to machines which have complied with the engagement contained in the present regulations.

Vehicles competing for the Bennett Cup will start first, in the order prescribed by the cup race rules. Other vehicles will start in the order to be decided by drawing lots, without distinction of nationality.

Signals for the various vehicles to start will be given at intervals which will be decided upon later, and which will depend on the number of competitors.

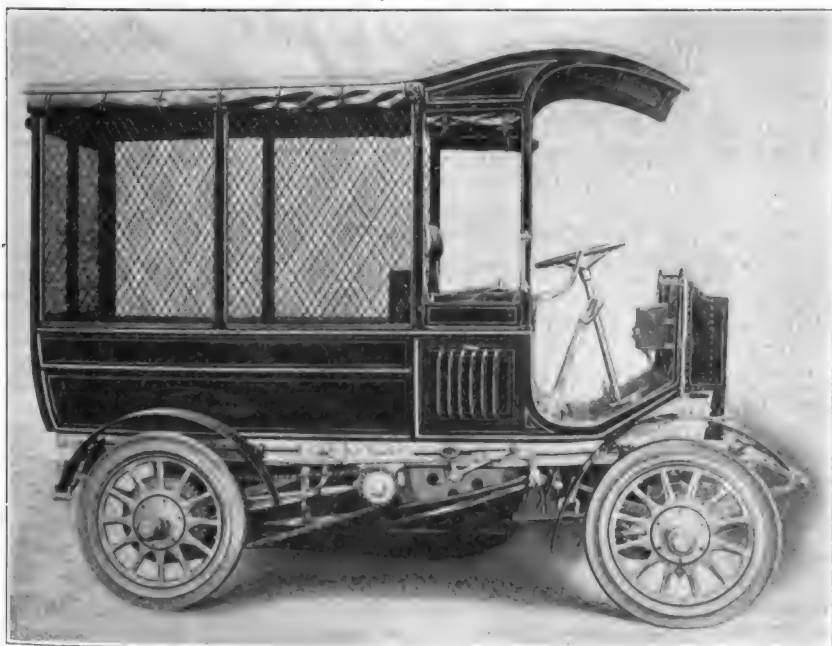
Dinsmore Gets Fifteen Days

AN unpleasant predicament confronts Clarence Gray Dinsmore, the foreign representative of the Automobile Club of America, who is now abroad. He has just been notified of the decision of the court with regard to an automobile accident which occurred between Chalons and Coligny last Summer, and for which he is held responsible. Not only is he condemned to pay a fine of 2,890 francs, but he is also sentenced to undergo fifteen days' imprisonment. He will doubtless appeal.

AN appropriation of \$600 has been made by the National Association of Automobile Manufacturers for the use of the committee on good roads. A greater effort will be made during the coming year by the organization toward furthering the good roads movement.

Olds Delivery Wagon with Vertical Motor

WITH their habit of always doing things right, the Olds Motor Works have tackled the commercial wagon problem in a thorough fashion that has already produced results of a startling nature. Heretofore it has been the custom to turn out a delivery wagon by simply putting a different body on the chassis of one of the regular models. The new Olds delivery wagon is a special model throughout, its design having been carefully studied with an eye to the exacting requirements of delivery work, and the result is a vehicle which is put forth with the confident belief that it will put all previous performances in this line in the shade.



NEW OLDS DELIVERY WAGON WITH VERTICAL MOTOR

It will come as a distinct surprise to most persons to know that the power plant of this vehicle consists of a two-cylinder vertical engine, a radical departure for the Michigan concern. The cylinders are 5 x 5 inches, developing 15 hp. The transmission is of the planetary type, giving two speeds forward and a reverse, the gears being encased and run in oil. The clutch is of the internal sliding-cone type, with a double chain drive from a jack shaft to the rear wheels. The engine is placed under the seat, thus making all the space back of the seat available for the carriage of goods. The body is large and roomy, giving a space of 87 cubic feet and a capacity of 1,500 to 2,000 pounds. A generous wheel base is provided, viz., 83 inches.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

Published by AUTOMOBILE TOPICS (Incorp.)

E. E. SCHWARZKOFF, *President.*

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Beginning of the End of the Bennett Race?

SUCH was the mental query that flashed through the mind of every discriminating observer of the trend of events in automobile road racing when the Automobile Club of France recently announced a new race to be called the Grand Prix de France, open in a limited way, to be run parallel, or simultaneously, on the same day, and over the same course selected for the classic Bennett race of 1905 in France.

During the past two years the French have been dissatisfied with the conditions of the Bennett Cup race, they claiming that while it was difficult for other countries to secure a team, their great difficulty lay in the choice of a team among the numerous makers which France possesses, who desired to enter a car for the Bennett Cup. Their contention has been that it should be an open race to all the countries, and especially so to France, so that they might enter as many cars as they wished without the need of their eliminatory race for the great French makers. If we were French, we might well believe their contention, that now the Bennett race is no longer an open sweepstakes, limited to three cars from each country, but a handicap race, with the great French industry, on hard luck scratch, being limited to three cars, and some other countries who can with difficulty pro-

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duce three racing cars having the limit mark of luck in their favor. England's protests have been drawn on somewhat more general and broader lines, hence they need not be taken in present consideration. In considering the future status of the Bennett race it will be, in the minds of the French people, only a side show hereafter, as compared to the Grand Prix.

Let us consider for a moment what the running of the Bennett and the Grand Prix at the same time means, over a narrow, hilly, tortuous and dangerous course, such as the Auvergne circuit, selected by M. Michelin, means. Seven countries have already entered twenty-one cars for the Bennett race, and assuming that all of these will start, and also supposing that possibly forty-two other big cars will start in the Grand Prix, why then the combined races will become a monstrously dangerous affair to the participants. This tripling up of entries, as it were, adding enormously to the danger limit.

There is no reason in the world why this race should not be run either before or after the Bennett race, as a separate affair, excepting the unannounced but obviously evident desire of the French to diminish the prestige and glory of the Bennett race.

What an inconclusive affair the Bennett race would be if one of the cars entered only in the Grand Prix should beat the best time of the winner of the Bennett race. France might not be the winner of the Bennett race, but she would always boast a French car beat the winner of it.

Seven nations sent in their entries and deposited the fees of six hundred dollars each for the contest next July in France, for the Bennett Cup, so that twenty-one cars alone will start in the Bennett race representing France, the holder of the cup, Germany, Great Britain, Austria, Italy, Switzerland and the United States again, for the first time in two years.

Add to these twenty-one cars fifteen French cars and twenty-seven cars from other countries, who are eligible for the Grand Prix, as described in another column, elsewhere in this issue, a total of forty-two, and we have a grand total of sixty-three cars on the course at one time, a number, as past experience has shown, absolutely dangerous, and way beyond the factor of safety, as engineers put it. It is, therefore, not surprising that the other nations interested in the Bennett race have protested. Not to have done so would have been brutal and inhuman. A look at the following list of gigantic over-powered cars which the French are building for the elimination trials only adds to the need of the protest:

	Cars.	HP.
Richard-Brasier	2	110
Mors	3	130
De Dietrich	3	120
Darracq	3	140
Gobron-Brillié	3	150
Renault	3	90
La Buire	2	120
Rochet-Schneider	2	120
Panhard	3	120
Turcat-Méry	3	120

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Bayard-Clement	3	120
Gardner-Serpollet	3	...
Delaunay-Belleville	2	120
Berliet	2	130
Boyer	2	120

England and Germany have already protested strongly against the running of the Grand Prix in conjunction with the Bennett race, which is really a return to the early conditions of the Bennett race, when it was a race within a race. Notably so in the Paris-Vienna race, when, after the competitors in that race had finished covering the course, Edge, of England, won it on a fluke after DeKnyff, the last of the French Bennett competitors, had broken down within sight of the finish. But the Bennett race has grown in size and importance since then, and the conditions are different.

On behalf of the Automobile Club of America, Mr. Clarence Gray Dinsmore, the European representative of the club, had already protested against this combination of races.

Whether all these protests will be effective or not remains to be seen. If they are not, and France adheres to her views, then, as indicated already, we are seeing the beginning of the end of the glory of the Bennett race, and possibly the advancement of the Vanderbilt race to the premier position as the classic road racing event of the automobile world.

HERE is Chicago, with characteristic breeziness and aplomb, claiming a "first" because wireless messages have been transmitted to a moving automobile. The success of the experiment was complete, and it is now stated that an automobile moving at speed will next be tried for receiving messages. Why, bless our souls, the thing is almost as old as wireless telegraphy itself. In a talk with Marconi two years ago he announced that some of his earliest experiments were conducted with apparatus rigged up on an automobile. This was in England, and so successful were they that the Marconi enterprise was shortly afterward launched, with the result that all the world knows. The famous inventor has long been a keen motorist, and when his great idea was taking shape the automobile was the most natural as well as the handiest vehicle with which to conduct his tests. Back to the woods, presumptuous Chicago!

THAT an automobile cuts no ice even in Winter-bound Pennsylvania will scarcely be contended after the experience of one motorist of the Keystone State. Determined that his steel horse shall not eat its head off, the Pennsylvanian has rigged his car up as an ice cutter, and it is seen daily at work on the Juniata River at Lewistown. With the aid of a blacksmith a circular saw was attached to the hub of one of the rear wheels, and the machine taken to the river and put to work. It does the work of fifty men with saws and leaves a cloud of ice dust in its wake as it speeds across the frozen surface of the river. You can't convince this motorist that automobiles are luxuries.

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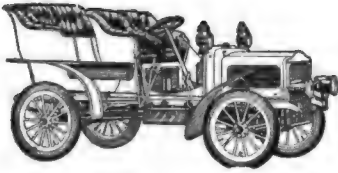
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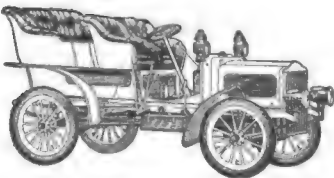
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is permanently fastened to the flexible shaft so that as the shaft revolves the magnet revolves with it, and in turn actuates the dial. Motion is communicated to the shaft through a single set of gears—steel pinion on the lower end of the shaft and a gear wheel of gun metal, which is fastened to the hub of the front wheel, all these fittings being furnished with the instrument.

The lower end of the shaft is securely clamped and pinned to the steering knuckle of the machine, so that the gear cannot get out of mesh. The shaft is of ample size to transmit considerable power, and as its maximum speed in operation is only 850 revolutions per minute there is no reason why it should not wear for many seasons. The shaft itself is enclosed in a woven brass and steel casing, which is very strong and oil tight, so that it can be filled with oil and thus reduce the friction of the shaft. This friction is further reduced by the fact that the shaft is supported at both ends by double ball bearings.

C. C. BOYNTON, for a number of years a well-known figure in the Metropolitan trade, and lately with the Worthington Automobile Co., has made a change. He is now with the Continental Caoutchouc Co. He will act as special representative of the famous tire company, in that capacity calling on manufacturers and distributing agents.

A SHOW week happening was the re-entrance of E. W. Brandt into the trade, the Fisk Rubber Company having secured his services as assistant to President Dunn. Until a couple of years ago, Brandt was a well-known figure in the metropolitan trade, he having been manager of the local branch of the Hartford Rubber Works Company.

A CLEVELAND branch store is to be opened by Chas. E. Miller, the well-known jobber, of this city. He already has stores in Boston and Philadelphia, as well as in New York.

Mention "Automobile Topics" when writing



Motor Boat Show Next

The First National Motor Boat Exhibition ever given in America will open at Madison Square Garden, New York City, on the evening of February 21, in conjunction with the regular Sportsman's Show, and should be one of the most popular affairs in the big amphitheater.

It is the intention of the engine and boat manufacturers to prove this year that they are far in the lead of any other nation. Many builders of boats and marine engines are turning out automobiles as well, and hence these companies have double the opportunity to turn out the proper thing in gasoline engines.

Aside from naval officials, who will be guests of honor on the opening night, there will be commodores of all the leading yacht clubs in the United States, and a special effort will be made to have this the greatest assembly of yachtsmen ever known.

At this affair will be shown the very latest speed creations for use on the water, where there are no stringent regulations in regard to speed and no policemen to arrest in case one travels thirty miles an hour, and the manufacturers are making every effort to bring out record-breakers. A number of foreign manufacturers will show at the Garden, and visitors will have an opportunity of comparing the best product of Europe and America.

The long-distance race for cruising power boats which is to be managed by the Knickerbocker Yacht Club will be started off the clubhouse at College Point on Saturday, July 22. The course for this race will be through Long Island, Block Island, Vineyard and Nantucket Sounds, around Monomoy, along the shores of Cape Cod, across Boston Bay to Marblehead, a distance of 280 nautical miles. All cruising boats 40 feet in length over all and under are eligible and time allowance will be figured according to the rules of the American Power Boat Association. The first prize is a trophy offered by Thomas Fleming Day worth \$250.

Hand Book of Gasoline Automobiles Issued for the Information of the Public who are interested in their Manufacture, Sale and Use

THIS NEW EDITION of this handsomely bound and artistically printed book, containing illustrations of about 125 gasoline cars, will be ready for mailing about February 1, 1905. The products of the principal manufacturers throughout the United States of America and the Importers of gasoline machines are shown by illustrations and specifications. These specifications form a series of the leading questions that arise in the mind of the purchaser, with the answers thereto in red ink. The questions being uniform, the ease of comparison is obvious and the purchaser is enabled to select the machines which are best suited to the service required, to his personal taste, or the means at his command. The 1904 edition is now out of print.

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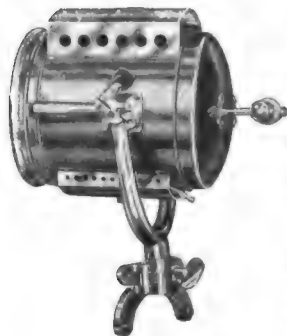
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Are as important as your own. Your very life often depends upon them. Why then take chances when you know and everyone knows that

Solars Are Reliable

At the St. Louis World's Fair Solars were awarded the Gold Medal because they excelled all other makes of lamps.

In the non-stop test of Packard car made in August, 1904, Solars were selected as the lamps because they could be relied upon to show the way.

Motor Searchlight.

Solars cost but little more than "good enough" lamps, and you, Mr. Dealer, should be awake to your customers' welfare and insist upon them as equipment.

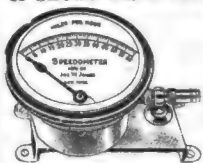
See our exhibit at the Chicago Show if you want to see a beautiful line of lamps.

BADGER BRASS MFG. CO., Kenosha, Wis.

New York Office: 11 Warren St.

THE JONES SPEEDOMETER

IT SHOWS THE SPEED



EVERY automobilist is interested in Speed matters—therefore every automobilist should read the "Speedometer"—a little bulletin on the subject.—Write for a copy.—Sent Free.

129 West 32d Street, N. Y.

Mr. Manufacturer:

Q You produce cars. We produce catalogs—the kind which are effective.

Q Good cars need good catalogs. You make the one; we make the other.

Q Why not write us, and let us submit you designs.

HARTEL PHOTO-ENGRAVING CO.
37 E. 8TH STREET, NEW YORK

Coming Events**At Home**

Feb. 1-3.—Motor Boat Races, Palm Beach.

Feb. 8.—First annual Cuban Automobile and Floral Carnival.

Show Dates

Philadelphia Automobile Show, January 23 to 28.

Chicago Automobile Show, February 4 to 11.

Detroit Automobile Show, February 13 to 18.

Cleveland Automobile Show, Feb. 20 to 25.

Boston Automobile Show, March 4 to 18.

Boston Importers' Salon, March 13 to 18.

Washington Automobile Show, March 27 to April 5.

Toronto Automobile Show, February 27 to March 4.

National Motor Boat and Sportsman's Show, February 21 to March 9.

Abroad

January 27 to February 9.—Crystal Palace Automobile Exhibition.

February 4-19.—Berlin Automobile Salon.

February 10-18.—Olympia Automobile Exhibition.

March 15.—Copenhagen Automobile Exhibition.

March 18-25.—Agricultural Hall Exhibition.

March 30.—Tour de France.

April 2-16.—Monaco Meeting.

April (late).—Mediterranean Cup Race.

June (early).—Kiel fortnight.

July 15.—Motor Boat Contest from Calais to London.

July (late).—Ostend Week: Motor Boat Races.

August 6-8.—Paris-to-the-Sea.

August 10.—Gaston Menier Cup Race, Trouville.

August 11.—Drexel Trophy Race, Trouville.

August 20.—British International Cup Race.

September 9-11.—Probable date of Lucerne Regatta.

Mention "Automobile Topics" when writing

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WHOLESALE

EVERYTHING FOR THE
AUTOMOBILE

RETAIL



Yankee Quick Chain Repairer
Price, 75c.
Easy to put a new link in your chain with this tool.

We manufacture the celebrated Yankee Mica Spark Plug
Compression End, \$1.50 each. Open End, \$1.00 each.
Thousands in use and no complaint. Guaranteed 90 days.
Foot Bellows for Horn..... \$3.00
Yankee Cutout Switches..... 1.50
Terminal Connections..... 50c. doz.
Jobbers and Catalog Houses furnished Cuts free of charge.
Discounts to the trade.

E. J. WILLIS CO., 5 Park Place, New York

GOGGLES

Get our Catalogue D, and see the new styles we are showing. Prices right.

GLOBE OPTICAL CO.

403 Washington St., Boston, Mass.
Repairing a specialty.

PREST-O-LITE GAS TANKS

STOP your generator troubles and make the lighting question simple and absolutely satisfactory. Call on your local automobile agent for information, or send us for catalog. Address.

THE CONCENTRATED ACETYLENE CO., Indianapolis, Ind.
EDWIN ADAMS, 2031 Broadway
New York Agent

SOLE AGENTS FOR

CADILLAC--AUTOCAR--KNOX

INDIANA AUTOMOBILE CO.

222 East New York St. INDIANAPOLIS, IND.

Classified Advertisements

Advertisements under this heading will be charged at the rate of 5 cents per word for the first insertion and 3 cents per word for each subsequent insertion, cash to accompany order.

FOR SALE—Crestmobile, at a bargain, first-class condition, run less than 800 miles. Reason for selling, want heavy touring car. William L. Browne, Electrical Contractor, Worcester, Mass.

WANTED—Catalogues of makers of motor cars and automobiles; also of spare parts. Address Senor Dalmiro Varela, Presidente Automobille Club Argentino, Avenida Alvear, Buenos Aires.

WANTED—Chauffeur. Licensed machinist wants situation. Fontan, care AUTOMOBILE TOPICS.

WHITE SALES GARAGE

42-44 West 62d Street

Telephone, 4480 Columbus

NEW YORK

**QUINBY
AUTOMOBILE-BODY**
1534 DEPARTMENT
BROADWAY, N. Y.
EMERSON BROOKS, MANAGER.

PHONE, 6580-28TH ST.



THE "UTILITY" SPARK PLUG

Genuine India Mica Insulation
Genuine Platinum Contacts (2)

1/4 in. pipe and metric threads, \$1.60.
Winton-Loco-Rambler, \$1.75.

THE UTILITY CO., Plug Dept.
231-235 Greenwich St., N. Y.

DO YOU
WANT

Automobile Pictures

STRIKING, ORIGINAL PHOTOGRAPHS
FAMOUS RACERS IN ACTION

WE HAVE THEM

PHILIP SUVAL, 577 Madison Ave., New York

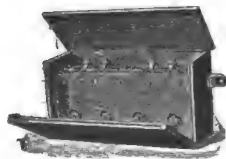
POSITIVE TRACTION

No fear of Snow, Mud, Ice or Sand if you have our
Grips at hand.



Cutshows section of
Grip which comes in
contact with thread,
being a smooth,
close, round chain.

Send for Descriptive Booklet "A."
WEED CHAIN TIRE GRIP CO., 28 Moore St., New York, N. Y.



LACOSTE COILS

are in greater demand than ever.
Place your orders now to insure
delivery. Lacoste Commu-
tators, Electric Cable. Every-
thing for electric ignition.

LEON RUBAY

140 W. 38th st. New York

GRAY & DAVIS
HIGH GRADE LAMPS.
AMESBURY, MASS.

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Mention "Automobile Topics" when writing

OUR NEW BOOKLET
WILL TELL YOU MANY THINGS ABOUT TIRES THAT ARE WELL
WORTH KNOWING. NATURALLY IT DEALS LARGELY WITH THE

FISK TIRE



AND

ITS FAMOUS FASTENING

BUT IT TREATS THE WHOLE SUBJECT OF TIRES IN A MANNER THAT
IS FULL OF INFORMATION AND INSTRUCTION TO AUTOMOBILE USERS.

We will gladly send you a copy.

THE FISK RUBBER COMPANY
CHICOPEE FALLS, MASS.

Western Office
52 STATE STREET, CHICAGO, ILL.

Eastern Sales Office
754-6 SEVENTH AVE., NEW YORK

BRANCHES

BOSTON, 226 Columbus Ave.
SPRINGFIELD, 40 Dwight St.
PHILADELPHIA, 828 Arch St.
ATLANTA, 103 N. Pryor St.
SYRACUSE, 423 So. Clinton St.
BUFFALO, 593 Main St.

CLEVELAND, 318 Euclid Ave.
DETROIT, 254 Jefferson Ave.
CHICAGO, 1251 Michigan Ave.
ST. LOUIS, 3008 Olive St.
OMAHA, 1116 Farnum St.
KANSAS CITY, 1330 Main St.

MINNEAPOLIS, 704 Hennepin Ave.
DENVER, 1534 Glenarm St.
SAN FRANCISCO, 114 Second St.
LOS ANGELES, 1034 So. Main St.
MONTREAL, CANADA.
LONDON, ENGLAND.

Mention "Automobile Topics" when writing

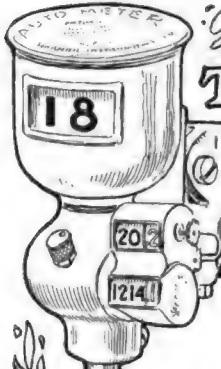
SPEED TABLE

USEFUL FOR AUTO RACES

The fraction of the second is always reckoned at the $\frac{1}{2}$ above the actual fraction.
The fraction of the foot is reckoned at the nearest $\frac{1}{4}$.

	Per Mile.	Per Second.		Per Mile.	Per Second.
8 miles per hour equals	7 m. 30 s.	11 $\frac{1}{4}$ ft.	58 miles per hour equals	1 m. 2 $\frac{1}{2}$ s.	84 $\frac{1}{2}$ ft.
15 " "	4 m.	22 ft.	59 " "	1 m. 1 $\frac{1}{2}$ s.	86 $\frac{1}{4}$ ft.
16 " "	3 m. 45 s.	23 $\frac{1}{2}$ ft.	60 " "	1 m.	88 ft.
17 " "	3 m. 31 $\frac{1}{2}$ s.	25 ft.	61 " "	59 s.	89 $\frac{1}{2}$ ft.
18 " "	3 m. 20 s.	26 $\frac{1}{2}$ ft.	62 " "	58 $\frac{1}{2}$ s.	90 $\frac{1}{4}$ ft.
19 " "	3 m. 9 $\frac{1}{2}$ s.	28 ft.	63 " "	57 $\frac{1}{2}$ s.	92 $\frac{1}{4}$ ft.
20 " "	3 m.	29 $\frac{1}{2}$ ft.	64 " "	56 $\frac{1}{2}$ s.	94 ft.
21 " "	2 m. 51 $\frac{1}{2}$ s.	31 ft.	65 " "	55 $\frac{1}{2}$ s.	95 $\frac{1}{4}$ ft.
22 " "	2 m. 43 $\frac{1}{2}$ s.	32 $\frac{1}{4}$ ft.	66 " "	54 $\frac{1}{2}$ s.	96 $\frac{1}{4}$ ft.
23 " "	2 m. 36 $\frac{1}{2}$ s.	33 $\frac{3}{4}$ ft.	67 " "	53 $\frac{1}{2}$ s.	98 $\frac{1}{4}$ ft.
24 " "	2 m. 30 s.	35 $\frac{1}{4}$ ft.	68 " "	53 s.	99 $\frac{1}{2}$ ft.
25 " "	2 m. 24 s.	36 $\frac{3}{4}$ ft.	69 " "	52 $\frac{1}{2}$ s.	101 $\frac{1}{4}$ ft.
26 " "	2 m. 18 $\frac{1}{2}$ s.	38 $\frac{1}{4}$ ft.	70 " "	51 $\frac{1}{2}$ s.	103 ft.
27 " "	2 m. 13 $\frac{1}{2}$ s.	39 $\frac{3}{4}$ ft.	71 " "	50 $\frac{1}{2}$ s.	104 $\frac{1}{2}$ ft.
28 " "	2 m. 8 $\frac{1}{2}$ s.	41 ft.	72 " "	50 s.	105 $\frac{3}{4}$ ft.
29 " "	2 m. 4 $\frac{1}{2}$ s.	42 $\frac{1}{2}$ ft.	73 " "	49 $\frac{1}{2}$ s.	106 $\frac{1}{4}$ ft.
30 " "	2 m.	44 ft.	74 " "	48 $\frac{1}{2}$ s.	108 $\frac{1}{4}$ ft.
31 " "	1 m. 56 $\frac{1}{2}$ s.	45 $\frac{1}{2}$ ft.	75 " "	48 s.	110 ft.
32 " "	1 m. 52 $\frac{1}{2}$ s.	46 $\frac{3}{4}$ ft.	76 " "	47 $\frac{1}{2}$ s.	111 $\frac{1}{2}$ ft.
33 " "	1 m. 49 $\frac{1}{2}$ s.	48 $\frac{1}{2}$ ft.	77 " "	46 $\frac{1}{2}$ s.	112 $\frac{1}{2}$ ft.
34 " "	1 m. 45 $\frac{1}{2}$ s.	50 ft.	78 " "	46 $\frac{1}{4}$ s.	114 $\frac{1}{4}$ ft.
35 " "	1 m. 42 $\frac{1}{2}$ s.	51 $\frac{1}{4}$ ft.	79 " "	45 $\frac{1}{2}$ s.	115 $\frac{1}{2}$ ft.
36 " "	1 m. 40 s.	52 $\frac{3}{4}$ ft.	80 " "	45 s.	117 $\frac{1}{4}$ ft.
37 " "	1 m. 37 $\frac{1}{2}$ s.	54 ft.	81 " "	44 $\frac{1}{2}$ s.	119 ft.
38 " "	1 m. 34 $\frac{1}{2}$ s.	55 $\frac{3}{4}$ ft.	82 " "	43 $\frac{1}{2}$ s.	120 $\frac{1}{2}$ ft.
39 " "	1 m. 32 $\frac{1}{2}$ s.	57 $\frac{1}{4}$ ft.	83 " "	43 $\frac{1}{4}$ s.	121 $\frac{1}{4}$ ft.
40 " "	1 m. 30 s.	58 $\frac{1}{2}$ ft.	84 " "	43 s.	122 $\frac{3}{4}$ ft.
41 " "	1 m. 27 $\frac{1}{2}$ s.	60 $\frac{1}{4}$ ft.	85 " "	42 $\frac{1}{2}$ s.	124 $\frac{1}{2}$ ft.
42 " "	1 m. 25 $\frac{1}{2}$ s.	61 $\frac{1}{2}$ ft.	86 " "	42 s.	125 $\frac{3}{4}$ ft.
43 " "	1 m. 23 $\frac{1}{2}$ s.	63 $\frac{1}{4}$ ft.	87 " "	41 $\frac{1}{2}$ s.	127 $\frac{1}{2}$ ft.
44 " "	1 m. 21 $\frac{1}{2}$ s.	64 $\frac{1}{2}$ ft.	88 " "	41 s.	128 $\frac{3}{4}$ ft.
45 " "	1 m. 20 s.	66 ft.	89 " "	40 $\frac{1}{2}$ s.	130 $\frac{1}{4}$ ft.
46 " "	1 m. 18 $\frac{1}{2}$ s.	67 $\frac{1}{2}$ ft.	90 " "	40 s.	132 ft.
47 " "	1 m. 16 $\frac{1}{2}$ s.	69 ft.	91 " "	39 $\frac{1}{2}$ s.	133 $\frac{1}{2}$ ft.
48 " "	1 m. 15 s.	70 $\frac{1}{2}$ ft.	92 " "	39 $\frac{1}{4}$ s.	134 $\frac{1}{4}$ ft.
49 " "	1 m. 13 $\frac{1}{2}$ s.	71 $\frac{3}{4}$ ft.	93 " "	38 $\frac{1}{2}$ s.	136 ft.
50 " "	1 m. 12 s.	73 $\frac{1}{4}$ ft.	94 " "	38 $\frac{1}{4}$ s.	137 $\frac{1}{2}$ ft.
51 " "	1 m. 10 $\frac{1}{2}$ s.	74 $\frac{3}{4}$ ft.	95 " "	38 s.	139 ft.
52 " "	1 m. 9 $\frac{1}{2}$ s.	76 $\frac{1}{4}$ ft.	96 " "	37 $\frac{1}{2}$ s.	140 $\frac{1}{2}$ ft.
53 " "	1 m. 7 $\frac{1}{2}$ s.	78 ft.	97 " "	37 $\frac{1}{4}$ s.	142 ft.
54 " "	1 m. 6 $\frac{1}{2}$ s.	79 $\frac{3}{4}$ ft.	98 " "	36 $\frac{1}{2}$ s.	143 $\frac{1}{2}$ ft.
55 " "	1 m. 5 $\frac{1}{2}$ s.	81 ft.	99 " "	36 $\frac{1}{4}$ s.	145 ft.
56 " "	1 m. 4 $\frac{1}{2}$ s.	82 $\frac{1}{4}$ ft.	100 " "	36 s.	146 $\frac{1}{2}$ ft.
57 " "	1 m. 3 $\frac{1}{2}$ s.	83 $\frac{1}{2}$ ft.			

COMPILED BY AUTOMOBILE TOPICS



THE AUTO-METER

*How Fast
and
How Far*

If you want to know how many miles per hour you are traveling

The Auto-Meter will tell you.

The Auto-Meter is a combination, in one compact instrument, of our patent speed indicator and an odometer, having both a trip and a season register.

It is accurate because its basic principle is the law of magnetic repulsion and attraction.

We would like to tell you more about it.

Write us.

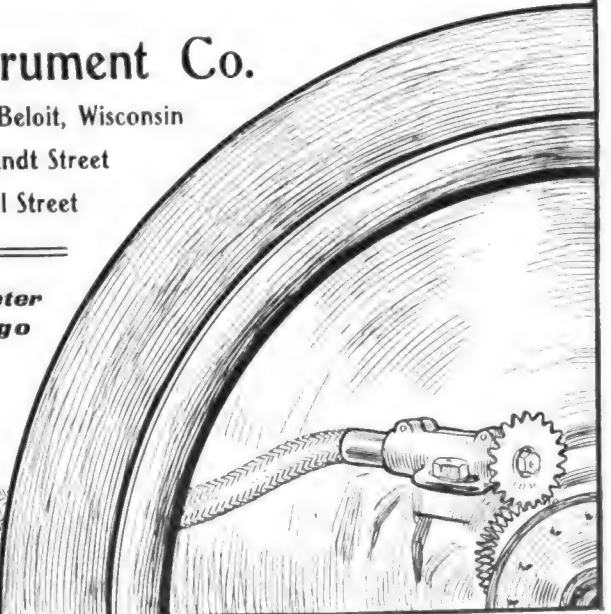
Warner Instrument Co.

54 Roosevelt Avenue, Beloit, Wisconsin

NEW YORK, 39 Cortlandt Street

BOSTON, 143 Federal Street

**See the Auto-Meter
at the Chicago
Show**



Mention "Automobile Topics" when writing

Notice To The Trade

We have entered suit against the United States Agency of the MICHELIN TIRE CO. for infringement of G & J patents, and the trade is warned against the purchase of such tires.

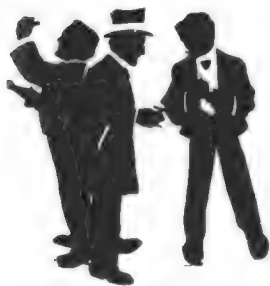
The following manufacturers are licensed under G & J patents:

HARTFORD RUBBER WORKS CO.
THE B. F. GOODRICH CO.
DIAMOND RUBBER CO.
MORGAN & WRIGHT
FISK RUBBER CO.

CONTINENTAL CAOUTCHOUC CO.
GOODYEAR TIRE & RUBBER CO.
INTERNATIONAL AUTO. & VEHICLE
TIRE CO.
INDIA RUBBER CO.

G & J TIRE CO.

Main Office and Factory, INDIANAPOLIS, IND.



POMMERY CHAMPAGNE

THE STANDARD OF QUALITY

ONE REASON WHY POMMERY CHAMPAGNE MAINTAINS ITS POPULARITY WITH THOSE
WHO DEMAND THE BEST OF WINES IS THAT THE GROWERS OF POMMERY
NEVER LOWER THEIR STANDARD OF QUALITY IN ORDER TO
JOIN THE RACE FOR GREATER PRODUCTION

Mention "Automobile Topics" when writing

Send for Circular No. 8

If you are going to build automobiles you will want this circular. It describes our Axles, Change Gears, Cone Clutches, ~~Mufflers~~, Steering Gears and other standard parts. All of these parts have been designed with unusual care. They are suitable for cars of all classes.

FEDERAL MANUFACTURING COMPANY, ELYRIA, OHIO

Selling Agent: HAYDEN EAMES, American Trust Building, Cleveland

CHICAGO SHOW, Gallery Spaces 242, 243, 244

BUY THE BEST BATTERY

The "Geecee" Dry Battery

for Automobile Use

Size 2½ in. x 6 in.

A Battery that has been time-tested and tried. Noted for its long life. Is steady, durable and reliable. The only Battery in America made with as high amperage and voltage.

Particular attention given to manufacturing special shapes and sizes in quantities to order.

The

G. & C. Dry Battery Mfg. Co.

55-57 West Third Street

New York City

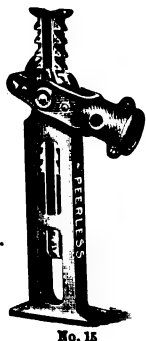
YOU RUN

the risk of troubles with your Auto if your rims are not right.

Standard Rims

are always right, and the rims it will pay you to specify.

THE
STANDARD WELDING CO.
Cleveland



No. 15

Peerless Automobile Jacks

A model of simplicity, durability and strength. Raise by working handle below center; lower by working handle above center. Works at any angle.

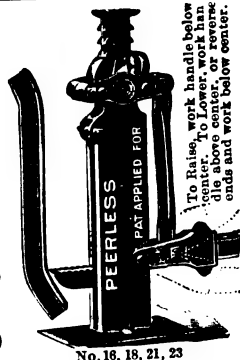
First Order Sent on Approval

	Height	Rise	Weight	Price
No. 15—For vehicles of 1½ tons.....	10-in.	7-in.	4½-lbs.	\$2.50
No. 16—For vehicles of 2 tons.....	11-in.	6-in.	07-lbs.	3.00
No. 18—For vehicles of 3 tons.....	13-in.	8-in.	09-lbs.	4.00
No. 21—For vehicles of 10 tons.....	13½-in.	7-in.	21-lbs.	6.00
No. 22—For vehicles of 10 tons.....	17½-in.	11-in.	28-lbs.	8.00

See our Exhibits at Chicago Show

OLIVER MFG. CO., 206 S. Desplaines St., Chicago

Mention "Automobile Topics" when writing



No. 18, 21, 23

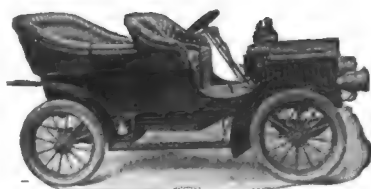
To Raise, work handle below center. To Lower, work handle above center, or reverse ends and work below center.

POWER
LIGHT WEIGHT
ENDURANCE
RELIABILITY

ALL PROVEN by the longest continuous trip on record—6,000 miles. Some cars have power, but no endurance; others have the endurance, but no power. The

PATHFINDER ELMORE

has both.



Get right down to facts and acknowledge that no automobile in the world has proven the above claims to the same extent as has the ELMORE. Read the opinions of over thirty users in the hottest competitive point in the United States. If you are still unsatisfied, don't rest until you have examined it yourself.

Send at once for literature—Catalogue; "Cruise of the Pathfinder" (Illustrated); Mechanical Description, by Hugh Dolner, M. E.; "What Others Say." All free or with 10 x 12 Photograph of the Pathfinder, 10c. in stamps.

ELMORE MFG. COMPANY, Clyde, Ohio

Members of Association of Licensed Automobile Manufacturers.

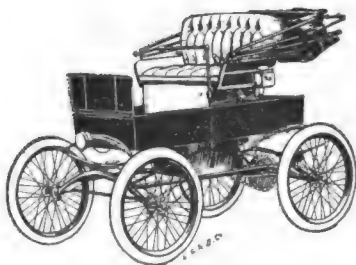
Baker Electric

CHARACTER
REFINEMENT

The Simplest to Run

The Safest to Use

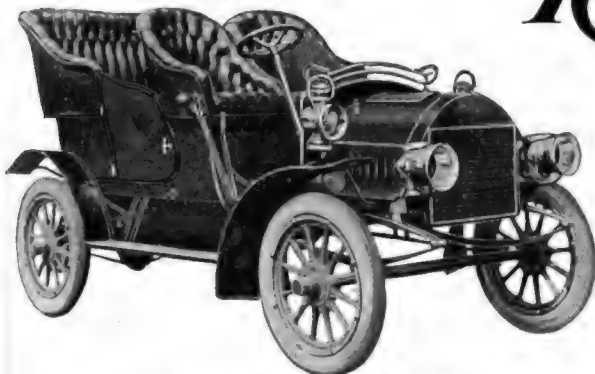
The Cheapest to Keep



THE BAKER MOTOR VEHICLE CO.
CLEVELAND, OHIO

Mention "Automobile Topics" when writing

If you missed the New York Show, meet us at
Detroit or Chicago.



Reliance DETROIT

16 h. p. (and lots to spare);
weight, 1,750 lbs.; speed,
45 miles (if you
want it); price, **\$1,250**
complete . . .

EASY SELLERS, because people who know Automobiles can see at first glance that the Reliance is a good car, while novices pick the Reliance because it "looks good to them" for the money; in fact, with purchasers of any class it's "the car too good for the price."

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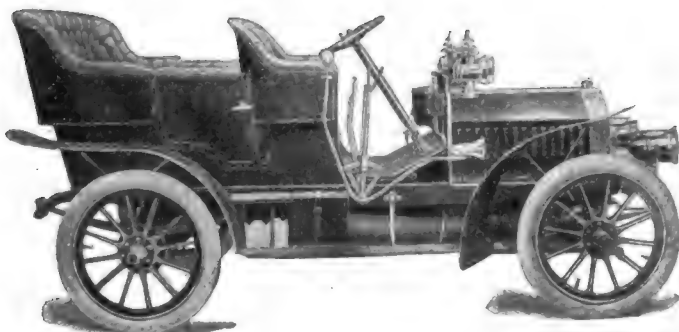
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A HIGH-GRADE, LIGHT-WEIGHT, TOURING CAR



16 H. P. FOUR CYLINDER VERTICAL ENGINE, MODEL C, PRICE \$2,800

Features:

91-inch wheel base; pressed steel frame; aluminum underbonnet; spark and throttle control on top of steering wheel; three speed transmission with direct drive on high speed; mechanically actuated inlet and exhaust valves; jump spark ignition; side door entrance.

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Bevel gear drive.
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All weight taken off inner
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To you, who are in the market for a moderate priced automobile, the "Maxwell" should appeal. It is the thoroughly thought out answer to your demand for an absolutely reliable car at a price within your means.

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THE YALE

At

\$1,000.00

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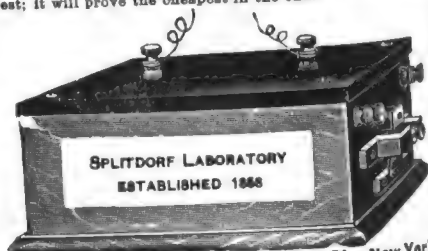
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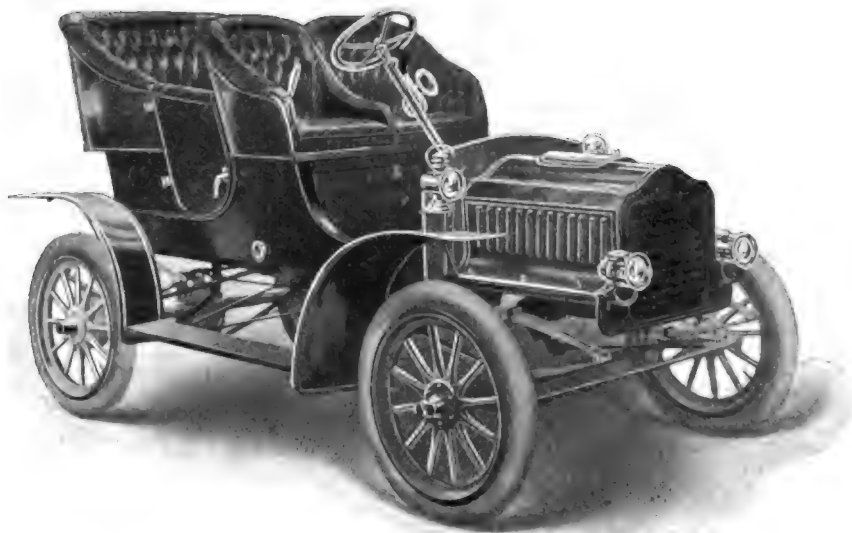
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- Motor—Ford two-cylinder horizontal opposed.
- Wheel Base—84 inches
- Tread—Standard wagon.
- Wheels—30 inches.
- Tires—3½ double tube optional.
- Maximum Speed—35 miles an hour.
- Capacity Gasolene Tank—9 gallons.
- Capacity Oil Reservoir—3 pints.
- Cooling Water Capacity—4 gallons.
- Color—Rich dark green, yellow running gear.
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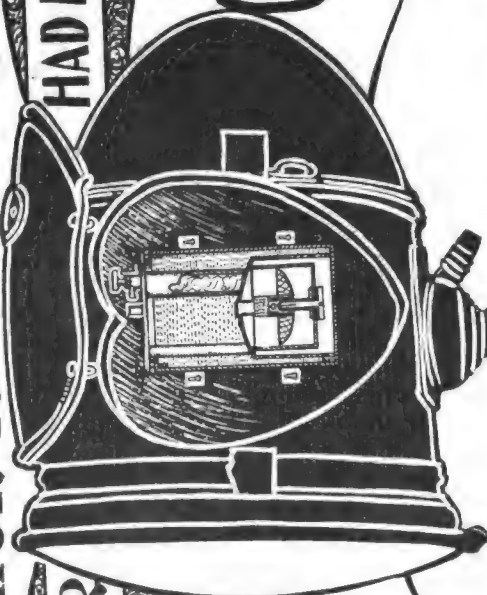
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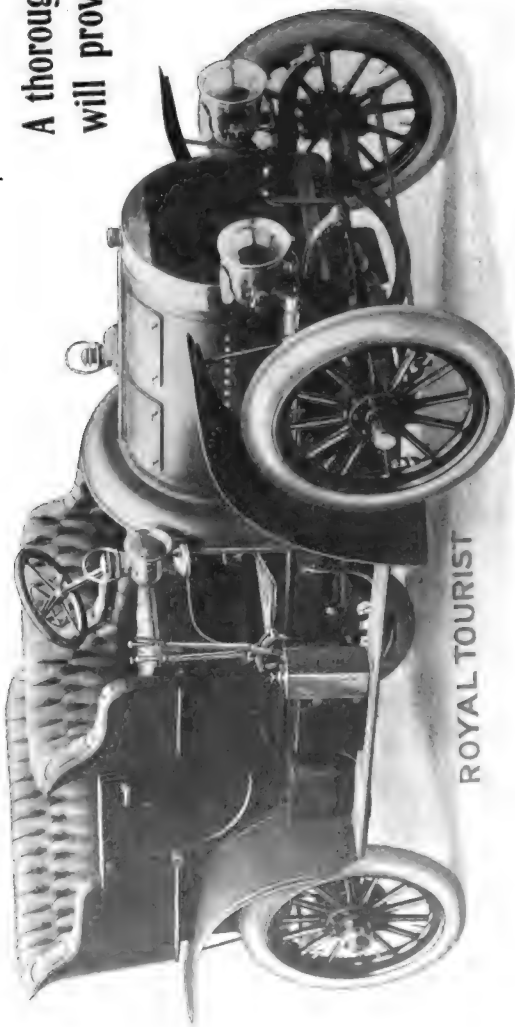
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A thorough investigation
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Don't overlook
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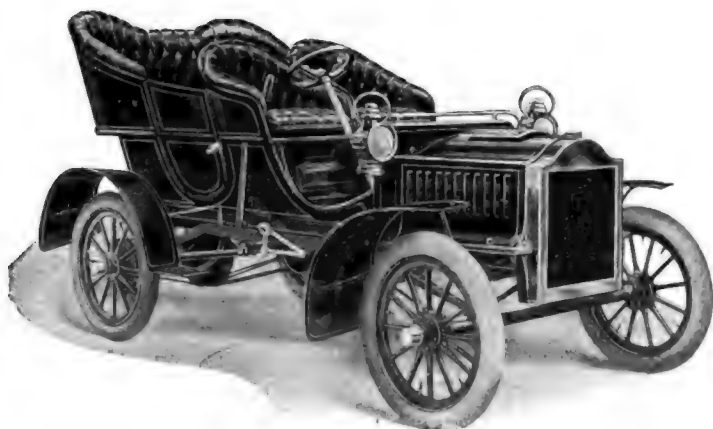
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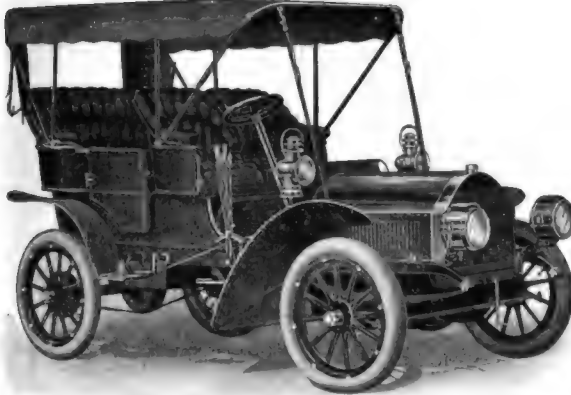
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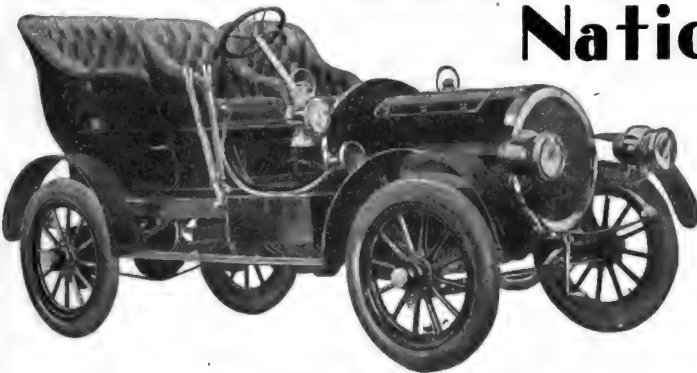
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Side entrances to detachable tonneau. Divided front. Five passengers. New round radiator. Oval hood. Dynamo, storage battery and dry cells. Five lamps and gas generator. Horn and Storm apron. Tires, 34 x 4. Positive lubrication. Luxuriously upholstered in leather.

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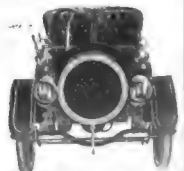
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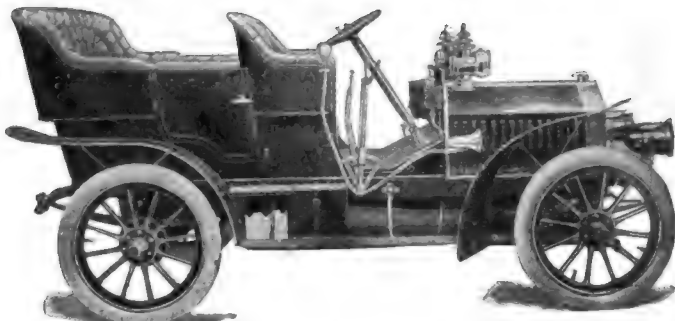
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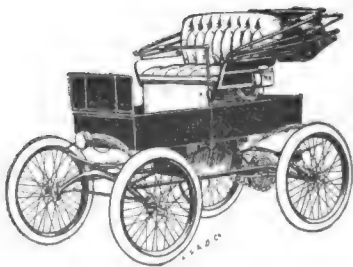
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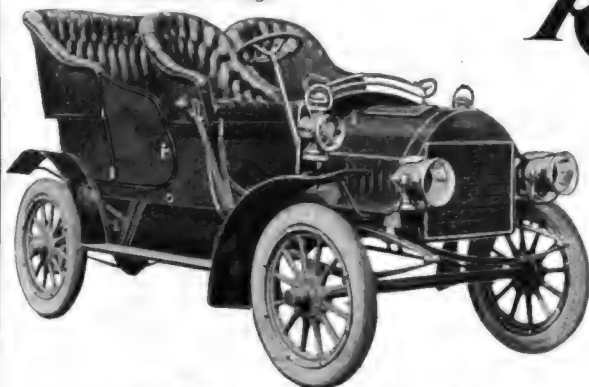


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Simple pedal control, both hands free; all speeds without touching gear levers, giving absolute control on the direct drive in tight places, saving on the nerves. Easy for women to operate; no strength required. Easiest riding car now built at any price. Finest finish and upholstery that can be produced. Smart body with luxurious tonneau for three persons, and comfortable side entrances. Wonderful hill-climber.

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The thread fabric construction removes all internal friction from the fabric, so that the tires do not heat up under the longest drives at the highest speed. That is why G & J thread fabric tires are the most serviceable automobile tires in the world.

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Count A. de Goutant Blon In his 40 Horse Power C. G. V. Touring Car

**Adopted by all French, English
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Mention "Automobile Topics" when writing

MERCEDES

FASTEST MILE EVER MADE

H. L. Bowden, driving his 120 Horse-Power Mercedes on January 31, at the Ormond Races, made the wonderful time of one mile in $32\frac{1}{5}$ seconds, breaking all previous records.

WINS THE BROKAW TROPHY

E. R. Thomas' 90 Horse-Power Mercedes made the fast time of $3.23\frac{1}{5}$ for five miles in the first heat of these races, on Jan. 30, and $3.30\frac{1}{5}$ in the winning heat.

THE WORLD'S LEADER IN AUTOMOBILISM
ANY DESIGN OF BODY FITTED

ALLEN, HALLE & CO.

SOLE REPRESENTATIVES OF C. L. CHARLEY
MERCEDES PALACE, PARIS

To be fully protected against any litigation and to be certain of obtaining the latest models, Mercedes cars must be bought solely of us.

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Downtown Offices—69 Wall Street—Allen, Halle & Co.

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DE DIETRICH VICTORIES

World's Record for 100 Miles

TIME:
78 MINUTES 24 SECONDS

THE GREATEST SPEED EVER ATTAINED FOR
THIS DISTANCE BY ANYTHING ON WHEELS

The Fastest Race of Modern Times
was won on January 30, at Ormond,
Florida, where the 80 horse-power
DE DIETRICH, driven by H. W. Fletcher,
defeated all other foreign and American
cars, winning the

VANDERBILT TROPHY

Sole Agents United States, Canada, Mexico and Cuba

DE DIETRICH MOTOR CAR CO., 1 West 34th St., New York

R. E. JARRIGE, Treas. and Gen. Mgr.

Telephone 974 38th.
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TWO WORLD'S RECORDS

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AT ORMOND RACES

World's Record for 50 Miles

At Ormond on January 31, the De Dietrich broke the record for 50 miles in the fast time of 38 minutes 51 seconds, as against William K. Vanderbilt's record of 40 minutes 49 4-5 seconds last year.



H. W. FLETCHER IN 80 HORSE POWER DE DIETRICH

If You Own a DE DIETRICH you own the Record Breaker
ESPECIALLY BUILT FOR AMERICAN ROADS

Sole Agents United States, Canada, Mexico and Cuba

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TWO WORLD'S RECORDS

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VANDERBILT TROPHY

WON ON THE

Truffault-Hartford Suspension

100 Miles in 78 Minutes 24 Seconds

The Fastest Speed ever attained for this distance due to this device

THE EIGHTY HORSE POWER DE DIETRICH CAR, driven by H. W. Fletcher at the Ormond Races on January 30, was equipped with the Truffault-Hartford Suspension, which added to its laurels already won in the Gordon Bennett Race. Here is what Mr. Fletcher says:

"Flying along this wide, perfectly smooth beach, and with my Truffault Suspension to take up all the jar, I just swung with the car and sailed right along."

The World's Record for 50 miles in 38 minutes 51 seconds, made by Fletcher on January 31, adds to the glory of the Truffault-Hartford Suspension.

The fine records made by Sartori on the Fiat, and E. R. Thomas with his Mercedes, were made possible by having their cars equipped with this device.

Have you the TRUFFAULT SUSPENSION on your car? If not, you don't know what perfect riding is, without jolt or jar. Write us.

Hartford Suspension Co., 67 Vestry St., New York

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Another Victory for --- Michelin Tires ---

World's
Mile Record
in $32\frac{1}{5}$ seconds
at Ormond Races
on January 31.

The record breaking Mercedes
car driven by H. L. Bowden
had **MICHELIN TIRES.**

During 1904 every race of
importance was won on
Michelin Tires. Watch Michelin in 1905.

We are the sole concessionaires for the United States for all Michelin
products and the only authorized agents in America.

MICHELIN TIRE AMERICAN AGENCY, INC.
6 West 29th Street, New York

E. D. WINANS,
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Telephone: 4657 Madison Square

We give full protection to all jobbers, dealers, carriers and users of Michelin
Tires and accept full responsibility against alleged infringement suits which
may be brought.

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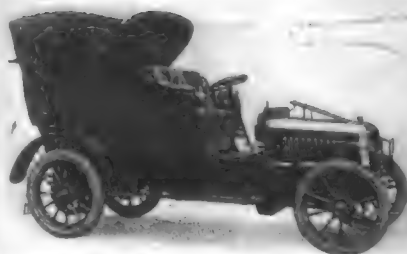
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24 H. P. TOURING LANDAULET, OPEN

**MODELS
FOR
1905**

HIGHEST AWARD AT
ST. LOUIS
Winners of
VANDERBILT CUP and
CIRCUIT des ARDENNES



18 H. P. DOUBLE PHAETON. SIDE ENTRANCE

Orders for 1905 booked now

Members of the National Association of Engine and Boat Manufacturers

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Automobile Topics

Illustrated

VOL. IX.

FEBRUARY 4, 1905.

NO. 17

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Men Who Manage Motors—No. XVII

A Series of Exaggerations by Malcolm A. Strauss



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President Charles H. Hyde—Brooklyn's Poo Bah!

Automobile Topics

Illustrated.

VOL. IX.

FEBRUARY 4, 1905.

No. 17



As I write, with the echoes of the staggering Ormond-Daytona carnival of speed ringing in my ears, memory carries me back to that other epoch-making day in November, 1901, when we first saw and realized what automobile speed really was. The exploit of Henry Fournier in covering a mile on the Coney Island Boulevard in fifty-four and four-fifths seconds long lingered in

men's minds, and kept a tenacious grip on the record table as well. From that mark the record was cut to forty-six seconds on the Dourdan, France, road, only to recross the ocean to be, for the first time, captured by an American driver, W. K. Vanderbilt, Jr., who set up the stupendous figures of thirty-nine seconds for the 1,760 yards. Twelve months later that time goes by the board, and the shingle on the Daytona clubhouse bears the inscription thirty-two and four-fifths—a drop of twenty seconds in a little more than three years. Was the like of it ever seen? Surely not.

AUTOMOBILE TOPICS

How swiftly improvement marches is apparent in the changed conditions under which the clocking of automobile races is done. I look at the row of six chronometers spread out on the timing table, automatically operated by the passage of the car over a steel tape, ensuring absolute accuracy in the timing of each event, and contrast it with the crude and almost futile arrangement in use on the Coney Island Boulevard in 1901. Then, at the starting and finishing points, were telegraph instruments intended to signal the movements of the cars, which made their trials singly. The manipulation of these instruments was entrusted to a Brooklyn Signal Corps, composed of willing but woefully inexperienced youngsters whose knowledge of telegraphy was about on a par with that of a two weeks' student of the art made possible by Morse. For two mortal hours they struggled in the vanishing November day to establish communication between the two points and get the trials started, but without avail. With the professional curiosity of the old telegrapher I approached the starting point and listened to the pitiful efforts of the corpsmen to understand each other over a wire insufficiently battered. Convinced that they were hopelessly at sea, I modestly volunteered a few words of advice, and for my pains had the key literally forced into my hands and was appointed operator-in-chief by the desperate signalman. By dint of slow and careful work I got a system established—none had been arranged—and started the afternoon's events. The "system" was simple. When a car approached I wired to the operator at the finish, "get ready," then, as it crossed the tape, closed the circuit: this was the signal for the watch holder at the finishing end to start his watch: when the car passed his end he stopped his watch and then calculated the time! If we were lucky the time was taken; if not the officials announced "no time" and another trial was made. Foxhall Keene made a very fast mile, fruitlessly, however.

Not only has the automobile become the distance annihilator par excellence, but it is also becoming the premier vehicle for reaching remote or inaccessible regions. An around-the-world tour is now in progress, and the past year or two have been distinguished by the crossing of continents, the penetrating of deserts and the ascent of mountains by the ubiquitous automobile. Its latest exploit—the crossing of South America and the ascent and descent of the lofty and little-known Andes—adds one more feather, and a particularly long, lustrous and well-curled one, to the automobile's bonnet. Future globe trotters and voyagers into the unknown will undoubtedly think twice before they overlook the motor vehicle when casting around for the best and most expeditious method of conveyance. Even the hitherto unreachable Poles may yield their jealously guarded secrets to the man in the automobile before long—who knows?

LAUDABLE as is the desire for information concerning the product of competitors, it is sometimes carried to extremes. One exhibitor at the Madison Square Garden function related to me an instance of this, over which he enjoyed a hearty laugh. Having occasion one afternoon to go to a remote corner of his stand, the latter came upon a man on his knees examining some part of the car. The

AUTOMOBILE TOPICS

seeker after information looked up on hearing footsteps and revealed the countenance of a very well-known maker. Recognizing his competitor, he scrambled hastily to his feet, his face red and plainly much disconcerted. "I was examining your rear axle," he said, apologetically. "So I see," was the reply. "Can I loan you a rule and calipers?" The offer was declined with thanks, and a hurried exit followed. "Next thing they will be around with micrometers," the exhibitor said, and I pass the suggestion on for what it is worth.

As if it were not bad enough to have to endure cold and snow and high winds in the Winter time, to interfere with even the most persistent motorist's pursuit of his favorite avocation, that aggravating season happens to be also the period when the affliction of the all-knowing Legislature, which sees in the passage or amendment of an automobile measure a panacea for a large part of the ills that afflict humanity, must be endured. Already bills are before the New York and New Jersey law-makers, the intent of which is to repair any omission in the way of making motorists' lives miserable in these States; and, Heaven knows, there are very few omissions to be repaired. The time will come, of course, when the automobilist will cease to be the butt of the unthinking, the ignorant and the prejudiced; indeed, the autophobe tide is perceptibly weaker than it was a year ago. When that time comes it will be with flaming cheeks and shame in their hearts that some of the persons now in the forefront of rabid opposition to one of the automobile world's great progressive forces.

COINCIDENT with the news that the War Department has refused to give General Corbin an automobile for use in the Philippines, comes the story that the Surgeon-General's office is investigating the capabilities of the motor vehicle for ambulance service. The latter even went so far as to instruct one of its officials, stationed at Ormond, Fla., to confer with motorists there in attendance at the races, regarding the matter. He will report on the feasibility of the matter. One item about balances the other. Shame to say it, our country, through the War Department, is the only one of the first rank that has stubbornly refused to see that the automobile possesses some value in military work. A few countries—notably France and Germany—long ago awoke to the realization of their priceless value as a means of transport for men and material, and they are prepared to take partial advantage of the fact when the next war comes. Meanwhile, we lag behind.

DIPLOMATS are not without humor. The latest speeding member of the corps, M. Des Portes de la Fosse, counsellor of the French Embassy, made the amende honorable in a delightfully naive way at Washington last week. He does not think he exceeded the legal limit, but if he did he is sincerely sorry, and declares that it must have been an inadvertence, as he has always had a punctilious regard for the laws of the District. Now, could anything be handsomer or franker than that? No wonder his explanation was satisfactory to the State Department.

Gibbs of New Jersey ; His Bill

THERE is work for the Fool Killer in New Jersey. Assemblyman Gibbs, of Camden, a fellow-townsmen of Assemblyman Scovill, who fathered the present automobile law of that State, is in urgent need of his attention. Gibbs stepped into the limelight this week by introducing a bill wiping automobiles off the New Jersey map. That isn't exactly the intent of the measure, perhaps, but that would be the result of its passage—almost.

The Gibbs bill provides that licenses shall be issued only to automobiles with a speed limit of twenty miles per hour or less, all other machines to be barred from the highways of the Commonwealth. Any violation of the regulation is made a misdemeanor, to be punished by a fine of \$50 or ten days' imprisonment, or both, at the discretion of the committing magistrate. Arrests of offenders and suspected offenders may be made by constables or other law officers without warrants.

The bill was referred to the Committee on Agriculture. It is thought likely that this committee will bury it for the session.

There is a general sentiment against the adoption of so drastic a measure. The bill is less stringent, however, than was proposed by former Governor Murphy in his last message. He desired that the use of automobiles with speed ability of more than twenty miles an hour be punishable by imprisonment for thirty days for each and every offence.

Briggs, of Connecticut, Too

THAT it should bar automobiles from public roads is the modest request made of the Connecticut Legislature. It came last week in the form of petitions, two similar in purpose, being introduced.

Representative Briggs, of the town of Sherman, introduced the first measure, and it was signed by over one hundred farmers. It asks for the passage of an act prohibiting the use of automobiles on country roads, on the grounds that country roads, being generally narrow, with many sudden curves and dangerous places and from the extreme liability of automobiles frightening horses, are unfit courses of travel for such, and automobiles, being the pleasure vehicles of a comparatively few, render the roads unsafe for the man who must of necessity travel the roads.

A similar petition was presented by Representative Barnes, of New Milford. This was also signed by a large number of farmers. When these petitions were read in the House they were referred to the Committee on Roads, Rivers and Bridges. When they reached the Senate the petitions were referred to the Committee on Public Health and Safety.

It is not expected that the petitions will ever get beyond the committee room.

VISITORS to the New York Zoo next Summer will find automobiles ready to carry them to any part of the extensive grounds. The Board of Managers has authorized the construction of a motor road, equipped with automobiles, in Bronx Park, a much needed improvement.

Will Drive Into the Sahara Desert

THAT enterprising organization, the Automobile Club of Algeria, is about to promote a genuinely novel contest—nothing less than a competition to see who can drive the farthest south into the depths of the great Sahara desert. A member of the club has offered a cup as a prize, and many efforts to win it will be made this year.

Automobiling has made considerable headway in Algeria, and the club is doing everything it can to popularize the colony as a touring ground, which has the advantage of taking the motorist into entirely novel surroundings as soon as he traverses the Mediterranean. The climate is all that could be desired, and the roads near the coast are very good, and as the visitor naturally makes excursions to the picturesque health resorts in the interior, which have grown up on the sites of former oases, he often feels himself irresistibly attracted to the great unknown that lies in the desert beyond.

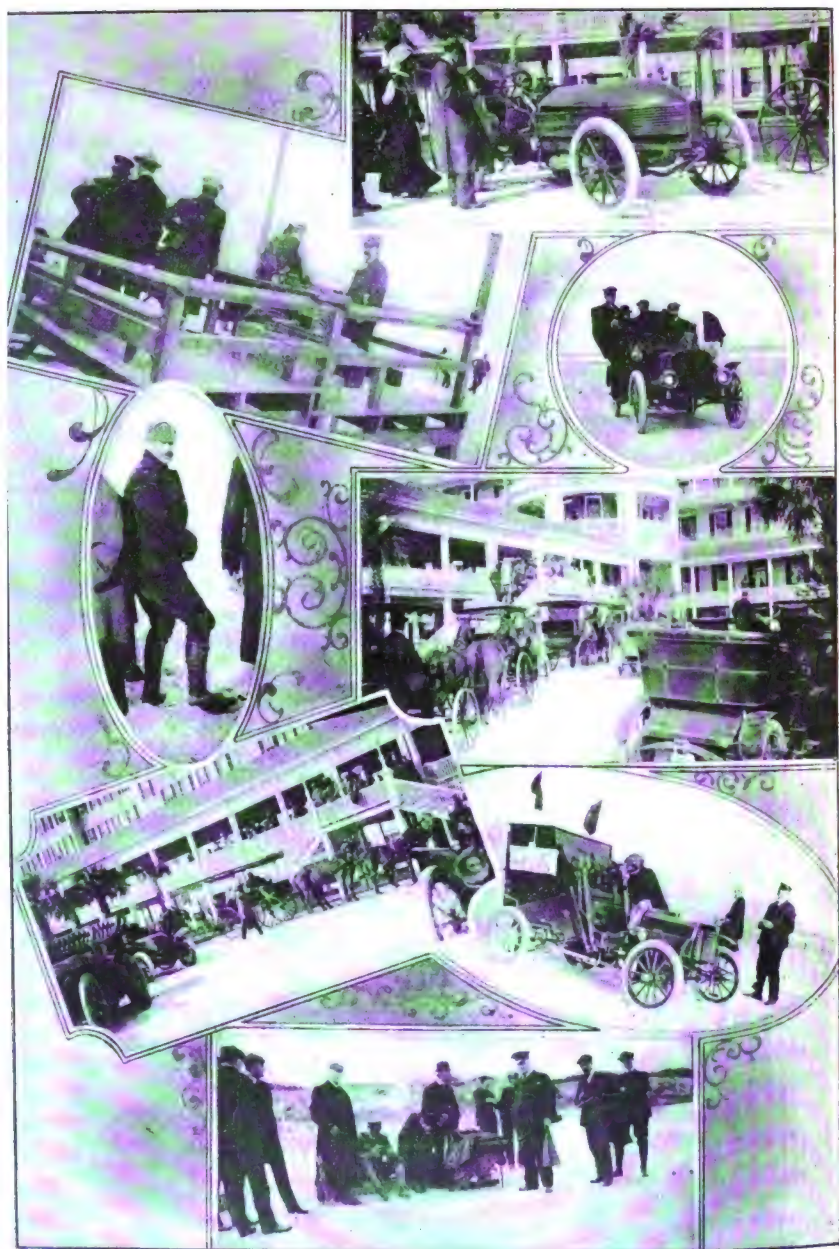
Baron de Crawhez drove right into the desert on two occasions, while Baron Henri de Rothschild made an attempt, in the Winter of 1902, to see how far south a car could possibly be driven, when, with most elaborate and costly arrangements to ensure supplies and assistance when necessary, he could not get beyond a point 500 miles from Algiers. His two 40-hp. Mercedes cars repeatedly sank into the sand up to the axles, and the further south he went the more hopeless appeared any effort to break this record. It is stated, however, that Baron de Crawhez claims that in 1900 he went to a point 100 miles further south.

Baron de Rothschild says that it is impossible to go farther south than the point reached in 1902, but in this he is contradicted by Baron de Crawhez, who says that he will make an effort to reach El Golea, which is situated at a distance of about 684 miles from Algiers, and is the extreme habitable point to the south of the colony. He will drive an old type of car with very high wheels, so that he will not run the risk of seeing the car sink in the sand up to the axles, as would inevitably be the case with the latest type of low-pitched vehicles. The width of tires or rims fitted to the wheels is also important as giving large surface contact, and so diminishing the liability to sink in the loose sand.

Legislator Saxe Acts; Fitzgerald Prepares

New York's autophobe marplots have already got to work with foolish bills to legislate automobilists off the roads. Pursuant to his threat, Senator Saxe on Monday introduced his pet measure. It provides that an owner or chauffeur of an automobile can be both fined and imprisoned the first time he exceeds the legal speed limit.

Senator Fitzgerald is also preparing bills to decrease the automobile speed limit and increase the financial penalty. He had the misfortune to be almost touched by a passing car on Fifth avenue, New York, one day last week; hence his activity, as noted.



Officials at Finish of 5-Mile Point—Macdonald's Napier at Ormond Hotel—The Pope-Toledo "Good Samaritan"
 H. L. Bowden in a Characteristic Pose
 Starting for the Races from Hotel Ormond
 Officials' Car, F. E. C. A. A.

Records Fall by Wholesale in Florida Speed Carnival

NEW WORLD'S RECORDS

ONE KILOMETER.

January 31.—Henry L. Bowden, 120-hp. Mercedes.....	.20 2-5
Former record .....	.21 2-5

ONE MILE.

January 31.—Henry L. Bowden, 120-hp. Mercedes.....	.32 4-5
Former record .....	.39

FIVE MILES.

January 24.—Arthur C. Macdonald, 90-hp. Napier.....	3.17
Former record	3.31 3-5

TEN MILES.

January 31.—Arthur C. Macdonald, 90-hp. Napier.....	6.15
Former record	6.50

TWENTY MILES.

January 31.—Edward Russell Thomas, 95-105-hp. Mercedes.....	13.24
Former record	17.02

THIRTY MILES.

January 31.—Edward Russell Thomas, 95-105-hp. Mercedes.....	20.37
Former record	24.11

FORTY MILES.

January 31.—Paul Sartori, 90-hp. Fiat.....	31.54 2-5
Former record	33.52 2-5

FIFTY MILES.

January 31.—H. W. Fletcher, 80-hp. De Dietrich.....	38.51
Former record	40.49 4-5

ONE HUNDRED MILES.

January 30.—H. W. Fletcher, 80-hp. De Dietrich.....	1.18.24
---	---------

NEW COMPETITION RECORDS

ONE KILOMETER.

January 26.—Arthur C. Macdonald, 90-hp. Napier.....	.27 3-5
January 26.—Louis S. Ross, 20-hp. Ross.....	.27 3-5

ONE MILE.

January 25.—Louis S. Ross, 20-hp. Ross.....	.41 3-5
---	---------

TEN MILES.

January 28.—Edward Russell Thomas, 95-105-hp. Mercedes.....	6.31 4-5
---	----------

NEW AMERICAN RECORD

ONE KILOMETER.

January 26.—Arthur C. Macdonald, 90-hp. Napier.....	.23
---	-----

AUTOMOBILE TOPICS

NEW MIDDLEWEIGHT RECORD (CLASS B)

FIVE MILES.

January 24.—Guy Vaughn, 40-hp. Decauville..... 4.34 2-5

NEW STEAM RECORDS

ONE KILOMETER.

January 26.—Louis S. Ross, 20-hp. Ross..... .24 1-5

ONE MILE.

January 25.—Louis S. Ross, 20-hp. Ross..... .38

Prize Winners of the Week

LOUIS S. ROSS, NEWTONVILLE, MASS.

(20-hp. Special Ross.)

One mile, Class A cars.....	.42
One mile, Dewar Challenge Trophy.....	.42
One mile, Clowry Trophy.....	.57 2-5
One mile, Corinthian Cup.....	.41 3-5
One kilometer, open.....	.29 2-5

(With an 8-hp. Stanley.)

Five miles, cars from \$651 to \$1,000.....	6.42 3-5
---	----------

ARTHUR MACDONALD, LONDON, ENGLAND.

(90-hp. Napier.)

One kilometer, time trials.....	.23
One kilometer, H. L. Bowden Trophy.....	.27 3-5
One mile, time trials.....	.34 2-5
Five miles, time trials.....	3.17
Ten miles, C. J. S. Miller Trophy.....	6.15
Twenty miles, E. R. Thomas Trophy.....	15.23

EDWARD RUSSELL THOMAS, NEW YORK CITY.

(95-105-hp. Mercedes.)

Five miles, open, W. G. Brokaw Trophy.....	3.30 1-5
Ten miles, Mercedes Trophy.....	6.31 4-5

WEBB JAY, CLEVELAND, OHIO.

(15-hp. White.)

One kilometer, 851 to 1,432 pounds.....	.44 2-5
One mile, Class B.....	.51 4-5

CHARLES SOULES, TOLEDO, OHIO.

(40-hp. Pope-Toledo.)

One mile, time trials, stock cars.....	.57
Five miles, stock cars, \$2,751 to \$4,000.....	5.13 3-5
Five miles, stock cars, \$4,001 to \$6,000.....	5.17 4-5
Ten miles, stock cars, \$2,751 to \$6,000.....	10.35 3-5

H. P. MAXIM, HARTFORD, CONN.

(18-hp. Columbia.)

Five-mile handicap, for stock cars.....	7.18 1-5
---	----------

AUTOMOBILE TOPICS

M. J. BUDLONG, HARTFORD, CONN.
(18-hp. Columbia.)

Ten miles, stock cars, \$1,001 to \$1,800..... Not taken

WALTER CHRISTIE, NEW YORK CITY.
(60-hp. Special Christie.)

Fifty miles, for American cars only..... 1.11.22 2-5

WILLIAM WALLACE, BOSTON, MASS.
(90-hp. Fiat.)

Ten miles, Hollander & Tangeman Trophy..... 6.54 2-5

HENRY W. FLETCHER, NEW YORK CITY.
(80-hp. De Dietrich.)

One hundred miles, W. K. Vanderbilt, Jr., Trophy..... 1.18.24

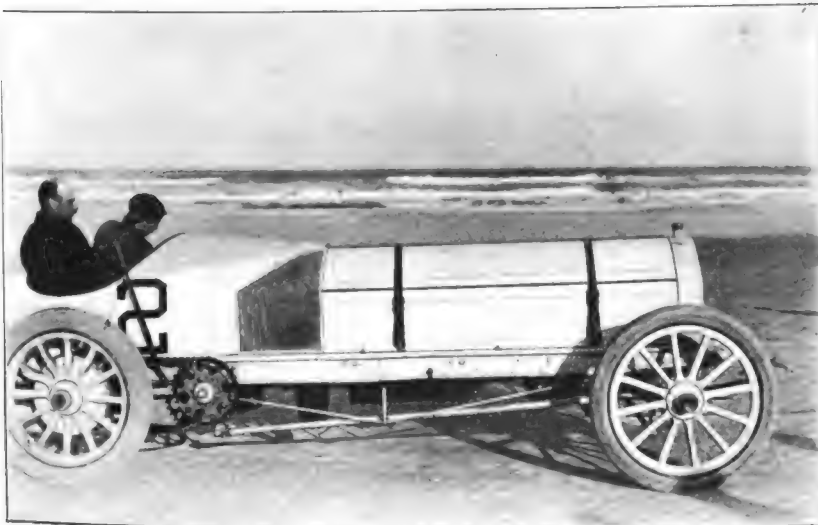
PAUL SARTORI, NEW YORK CITY.
(90-hp. Fiat.)

Five miles, Ormond Handicap, J. R. Moore Trophy..... 3.57

Fifty miles, handicap, Burgoyne Trophy..... 40.20

C. CANAUT, NEW YORK CITY.
(45-hp. De Dietrich.)

Ten miles, handicap (2.15 handicap)..... 8.02 3-5



H. L. BOWDEN AND CHARLES BASLE IN 120 HP, EIGHT-CYLINDER MERCEDES. 1 MILE, .32 4-5

Greatest Auto Meet Ever Held

ORMOND, Fla., January 31.—In many ways it was the greatest carnival of speed and tournament of automobile racing the world ever has seen, which was brought to an end early this week on the world-renowned Ormond-Daytona beach, in Florida; and, in other ways, it was the meanest meet ever perpetrated on a confiding public.

On the facade of the porch roof, in front of the clubhouse of the Florida East Coast Automobile Association, on the beach, is nailed a new shingle, bearing



ARTHUR C. MACDONALD—WORLD'S RECORD, OFFICIAL, .34 2-5

the magic figures, "32 4-5." It is the new record of the world for the standard distance of one mile, a mark set for all mankind to strive toward. It was made by an American driver on an American course with a foreign-built car, remodeled by its American owner to suit him.

An Englishman is hurrying across the ocean, carrying with him a parchment certificate, attesting that he, in an English-made car, drove a mile over the Floridian "sands of time" in thirty-four and one-fifth seconds, and now the British public, and all of Europe, too, will believe that the records made on the

AUTOMOBILE TOPICS

American beach are genuine. They will gladly believe that an Englishman drove a Napier a mile in thirty-four and two-fifth seconds, and believing this, they will accept with protest the fact that an American drove a remodeled, double-engined Mercedes one and three-fifths seconds faster. They will call it a Yankee trick, which it was, and will insist that the Englishman's record is the only one to be recognized; but the great British public and the European populace and all American citizens will continue to quote thirty-two and four-fifths seconds as the high water mark of automobile speed.

Besides the certificate of his one-mile performance, the Englishman, Arthur C. Macdonald, is carrying with him another piece of parchment, certifying that he drove five miles in the world's record time of three minutes and seventeen seconds, and he has also a magnificent big silver punch bowl and a dozen silver



ARTHUR C. MACDONALD SMILES WHEN HIS TIME, .34 2-5, IS TOLD HIM

cups in evidence that he won a kilometer race in twenty-seven and three-fifth seconds, and he has still another testimonial to the effect that he drove a kilometer in the time trials in twenty-three seconds. These, no doubt, will soothe the incredulity of his countrymen concerning American records.

It is something to have forced the acceptance of the Florida beach records upon all the world, but it is much more to have achieved these new figures. All this considered, it is impossible to deny the greatness and the success of the Ormond-Daytona tournament of 1905.

Under more than unfavorable conditions, twenty-three different events were run off in five days and ten new marks of various sorts were established, three of them world's records.

AUTOMOBILE TOPICS

It is true that a blunder of almost incredible stupidity, or perversity, was made before the tournament began, by selecting for the racing a week during which the tides were prohibitive of sport during most of the daylight hours. It is true that a spell of unusually cold weather visited the flowery peninsula of Ponce de Leon and added physical discomforts to the evils of a silly program and a witless management. It is true that the officials in charge were incompetent and unequal to making the most of the disadvantages under which they labored through no fault of their own. It is true that the participants in the races, their men, the press correspondents, photographers and the visitors of leisure



**MCMURTRY TIMING APPARATUS, SHOWING STOP WATCHES WORKED ELECTRICALLY
S. M. BUTLER, SECRETARY A. C. A., A. L. MCMURTRY, J. C. KERRISON**

who attended the affair, were not properly cared for and were uncomfortable indoors as well as out of doors and were disappointed generally. Quite true it is, too, that discredit was brought upon the national governing body through unfortunate indiscretions and that the week ended with a number of the important features of the program still undisposed of with every one dissatisfied, with signs of disintegration in both the A. A. A. and the F. E. C. A. A., and with affairs in a nasty mess generally.

Yet, in spite of all this, there was on hand the finest international repre-



ON THE BEACH NEAR ORMOND

AUTOMOBILE TOPICS

sensation of cars and men ever seen at such a meet; there was the largest outside attendance by five times over, the records were cut down by great slices and, above all, thousands who complained, yet observed, had it demonstrated to their entire satisfaction that the Ormond-Daytona beach is the greatest automobile race course in the civilized world and that its possibilities for speed are by no means exhausted.



WALTER CHRISTIE IN FRONT DRIVING CAR

There is no need to fear that the last big tournament has been held on the Florida beach, as some of those inclined to be pessimistic have suggested. There will be in the future grander ones than ever. The tides will come and the tides will go, but the beach will remain, as it has through the centuries. New men, of virile grasp, will arise to order and control affairs, and they will know that, as time and tide wait for no man, they must bide their time and wait for the proper



CONGRATULATING LOUIS S. ROSS AT FINISH OF MILE IN .38

AUTOMOBILE TOPICS

tide in order to get the best of Father Time, which is something that the managing men of the recent tournament seem not to have known. New racing cars are building, and with a program arranged and carried out by men whose very names guarantee executive efficiency, the true sportsmen with the best machines will rally at the call to the greatest of all race courses, so that there will be no lack of entries, and there will be sport worth going a thousand miles to witness. The fulfilment of this is already promised in the newly formed Ormond Racing Association, of which more is to be told.

French Drivers Undone

On a retrospect of the five days of last week, which were supposed to be sufficient for the execution of the program, but were not, one is impressed in several ways. Prominently the fact stands out that the famous French chauff-



NEAR THE STARTING POINT, THURSDAY

feurs, who have been supposed to be superlative, failed to vindicate their reputations. They made no showing whatever. One looks in vain among the prize winners for the popular names of Bernin, Duples, Le Blanc and others of the old school of racing. It was a period of triumph for the Anglo-Saxon and to a considerable extent for Anglo-Saxon cars. The chief prize winner was a Yankee with a home-made, Yankee contraption. It was not truly a motor vehicle, because it could not be used as a conveyance and may properly have exceptions entered against it, yet it was built for what it did and did that for which it was built, and it taught its lesson, even if it was a freak. The freak "cheese box" Monitor did only this and revolutionized modern naval warfare. Of the driving of the American operators much might be said. The tournament certainly brought out the fact that gentlemen amateurs as well as professionals in this country

AUTOMOBILE TOPICS

have now developed a proficiency that leaves nothing for them to go abroad to learn. It is particularly noteworthy, in passing, that men of little experience except on the highway, such as E. R. Thomas, H. L. Bowden, James L. Breese and B. M. Shanley, Jr., raced their own cars at high speed and did great execution. The one-mile, one-kilometer and ten-mile world's records were all made by American amateur owners. Not once during the week did Messrs. Bowden, Thomas or Breese have their chauffeurs drive in an event. On the first day of the meet M. J. Budlong, president of the Electric Vehicle Co., made his first appearance in a race of any sort, and he won it. It was only yesterday and to-day that the Gallic chauffeurs made a gallant effort to redeem themselves, and with a fair measure of success.



W. K. VANDERBILT, JR., A SMILING LOSER

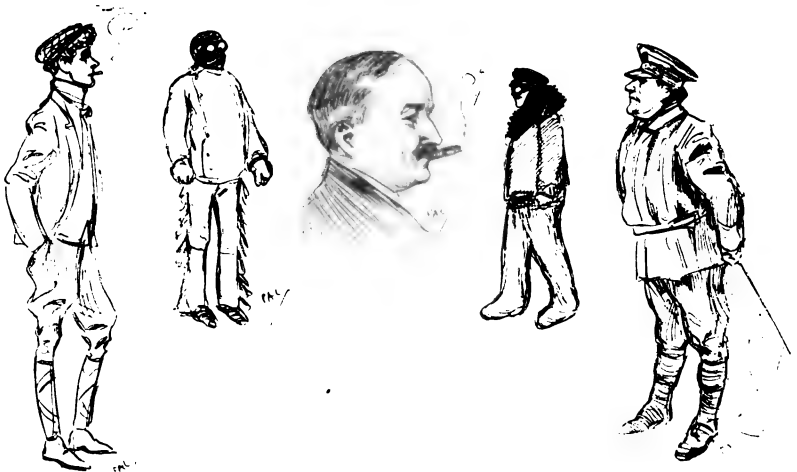
Altogether the men and the machines engaged in the racing were of the highest quality yet reached, and it was truly an international carnival. That the Napier carried off the high honors it did was no great surprise to anyone, but more was expected from the French drivers and from French cars, which were only fairly represented. The complete downfall of W. K. Vanderbilt, Jr., as a record holder, was a surprise and disappointment. It had been rumored that his car had been altered so as to be phenomenally fast, but even discounting this, it was disappointing that he should be unable to equal any of his former records. He was a good loser, however, and retained his popularity as a thoroughbred sportsman. With regard to the cars, the comparative freedom from accident was very remarkable. Only two breakdowns of note occurred during the races,

AUTOMOBILE TOPICS

one when the White car unshipped its driving shaft on the first day, and the other when W. K. Vanderbilt, Jr., stripped his high-speed gear on the third day. There were no mishaps whatever during last week to individuals and the other troubles of cars did not come during, or through the racing. Two cases of trouble caused sad disappointment. The new Ford racer and the new White racer were looked to for great things, but they both had troubles. The White broke its chains soon after arrival and did not get new ones in time to participate. The Ford racer was shipped to the beach piecemeal and assembled there for the first time. It was not even known that it would run until Friday. Then it was seen that it would run and run mightily. This American car was looked to as a possible savior of the one and five-mile records for the American product, but the last hope fled when it broke its crankshaft during practice work on Saturday. Barney Oldfield, in green corduroy from head to foot, and his Peerless Green Dragon, added to the fullness of the scene more than to the sport. The champion track racing car did not class with the big engines of the other racers, but Barney made one brilliant flash by winning his heat in the race for the Dewar trophy and then subsided.

Of the management the only competent portion were the timing corps and little more need be said of the shortcomings. There was a great lack of resource and no head man. When the tides were unfavorable there was parley instead of resourceful action to make the most of it. The starts and finishes were allotted and the courses laid with more regard to local prejudice than to the participants and the public. The whole story is told when it is stated that after an event the officials asked one another: "What shall we do next?"

SOME FAMILIAR FORMS AND FACES



A. J. Moulton
William Wallace,
Disguised as a Driver

H. W. Whipple
W. K. Vanderbilt, Jr.,
Disguised as an Esquimaux
Pres. E. M. Steck

AUTOMOBILE TOPICS

The timing was done by the A. L. McMurtry system, upon the adoption of which AUTOMOBILE TOPICS insisted two months ago after it had been rejected. For the first time the automatic device was used, by means of which each car recorded its start and finish itself when its tires crossed an electrically connected steel tape lying across the course. It worked to a charm and left no vestige of ground to question the accuracy of the times right down to a tenth of a second.

The beach was variable, and while it was at no time as wide as it was last year, the records made are sufficient proof that in places it was fast. It was uneven in spots all the week and in many places the powder of the coquina shells, pulverized by Neptune and packed by him, was mixed in places with traces of red soil from the deposits of old red sandstone. In these places the surface was comparatively soft. At no time did the beach to the eye of experts seem to be in as good condition as it was during the tournament of 1904, and the fact of W. K. Vanderbilt, Jr., with his new car and B. M. Shanley's chauffeur, with Mr. Vanderbilt's record-breaker, being unable to equal last year's figures, indicates that this opinion of the experts was correct and that the new records were due to the cars and the drivers doing better work, rather than to a fast course. The beach was better on Tuesday and Wednesday than thereafter. In the latter part of the week the rough places and the red sand deposits were more common and the water kept farther inshore. On Wednesday there was a fair gale blowing, but on the other days the breeze did not help the cars a great deal.



ENJOYING THE ZEPHYRS OF THE SUNNY SOUTH

AUTOMOBILE TOPICS

The spectators, even as the cars and their drivers, represented a more advanced stage of development in automobile wisdom. They were more keenly observant, more appreciative and more critical than formerly. They recognized clever driving and knew speed the moment they saw it. When Macdonald and his car first sped down the beach on Tuesday there were loud exclamations all along the line.

"Ah! He's moving!" "See it bump!" "Oh! what a leap!" "He holds it well!" "Whew! That's driving for you!" These and other exclamations were common as the cars skimmed over the surface or bounded at the rough places. When Macdonald made his second trial and landed his record his speed was recognized all along the line. Every one seemed to be exclaiming: "That's it! He's got it! That's a record, sure!" And similarly, in the mile trials a surpris-



ARTHUR C. MACDONALD ON 90 HP. SIX-CYLINDER NAPIER—WORLD'S RECORD OFFICIAL MILE, 34.25

ing percentage of the crowd could estimate very closely how near to record time or how far away from it was the speed of a car. It certainly was inspiring to watch the speed of the record men along the straight, smooth beach. Immense as was the background they moved across it at a rate as perceptibly swift and as impressive as that of a shooting star on a dingy night. Macdonald's average for his five miles was 39 2-5 seconds or more than 90 miles an hour, while Bowden's time of 32 4-5 seconds for the mile was equivalent to 109 miles an hour.

During the cold snap, which began on Tuesday night and lasted until Friday afternoon, the scenes on the beach and about the hotels were more heroic than picturesque, unless one favors Verestchagin and finds edification in misery. All night long the fires burned in the orange groves, fed with pine logs carried by negroes, an armful at a time. In the morning there was a sheet of ice on the

AUTOMOBILE TOPICS

Halifax River, back of the Ormond Hotel, extending 200 feet out from shore, and the hydrants out of doors had to be thawed out with blow torches or bonfires. It required real fortitude to ride on the beach in a car, for the icy wind and the sand hurt like the lash of a whip. Somehow the quality of the air and the great change from the balminess of previous days made the cold seem more severe to the Northerners. Standing around on the beach meant genuine suffering, for the feet and hands grew numb, and there was no escape from the boreal blast that flayed the face unceasingly. All about were figures of men and women huddled in overcoats and furs and other wraps, crouched and twisted, stamping their feet and making grotesque efforts to fight off the cold and remain on the spot in the name of sport. Skirts whipped about like unstayed sails, hats blew off and programs were torn by the wind before one could find the event sought for. With eyes and nose making water, one had little vision to spare for the enlivening touches of the truly strenuous scene, but they were there. Bright, warm spots on the dreary landscape were made by the crimson silk caps of the officials that were furnished all of one size by the Florida East Coast Automobile Association. For some of the wearers these caps seemed to grow smaller after they had put them on. The red flags at the starting and finishing points and in the hands of the officials added to the color, and these flags were carried by the cars running up and down the beach carrying timers, judges and other functionaries, each car bearing a sign, "Official Cars," that made one look again to take count. The red flags paled, however, in the presence of those shiny, crimson

JANUARY 25—TWO KINDS OF WARMING-UP



Preserving the Future Duke of Manchester



Preserving the Florida Orange Groves

AUTOMOBILE TOPICS

caps. The only thing that rivaled them was the waistcoat worn by Starter C. H. Gillette.

Some of the costumes of the contestants were wonderful to behold. They suggested that the wearers had calculated to astonish the natives and they certainly did. The "crackers" stared with open mouths in imminent danger of pneumonia at the Indian rig of buckskin, with fringe along the legs, worn by William Wallace, at Oldfield's "all on the green" layout, Breese's frontier rig and a number of other weird compositions in the line of fur and leather clothing. Still, these sights did not keep the blood warm, and fires were built all along the beach and the gale that made them burn fiercely tried to carry to them for fuel the tents that the tire men had pitched near the ground stand in front of the clubhouse. Some of these diversions caused by the weather were faithfully caught by the pencil and paper of "Pal," the famous French poster artist, who was on the scene doing special work for AUTOMOBILE TOPICS.

The scramble of those who did not have cars to capture stray seats with those who did was one of the interesting features of the week, as well as one of the reprehensible ones, for there were not enough rigs to be hired to transport the working contingent to the course, and to go by train meant to get there late.

TWO VIEWS OF SIR THOMAS



Listening



Speaking

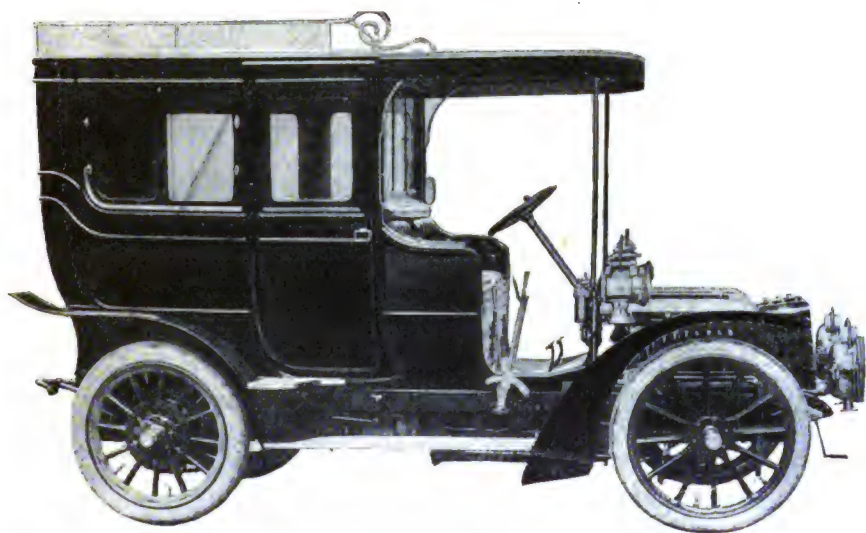


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New York to Chicago

Eighth Section—Erie to Cleveland

THIS section of the New York-Chicago run covers a distance of 110 miles, a grand total so far of 658 miles, just half of the total trip to St. Louis made by the tourists of the American Automobile Association last Summer. After the good road from Buffalo to Erie this route is rather a hard and a dusty one if the weather is dry, and hence it is well to make Geneva, 59 miles, as a half-way stop or noon stop, if an early start is made in the morning from Erie.

Leaving Erie, follow the telegraph poles westward through to

FAIRVIEW (12 miles).

Straight ahead to

GIRARD (16 miles).

Continue following the telegraph poles through Springfield to

CONNEAUT, O. (35 miles).

Follow trolley line through Amboy; turn left .25 mile, then right through Kingsville to

ASHTABULA (49 miles).

Follow telegraph poles through Saybrook direct to

GENEVA (59 miles).

Take West Main street to Maltbie's Corners; turn left to Harper's Corners; then right, continuing west through North Madison to

MADISON (67 miles).

Take West Main street, west through Perry direct to

PAINESVILLE (77 miles).

Continue along Main street direct to

MENTOR (84 miles).

From Mentor avenue go westward through Reynolds to

WILLOUGHBY (90 miles).

Take Euclid avenue, following trolley to Stop 21 (Stop 21 is one of a system of numbered stopping places for trolley cars); turn left (south) and follow telephone poles to Char-don Road (here will be found mile posts, giving direction); follow direct straight road to

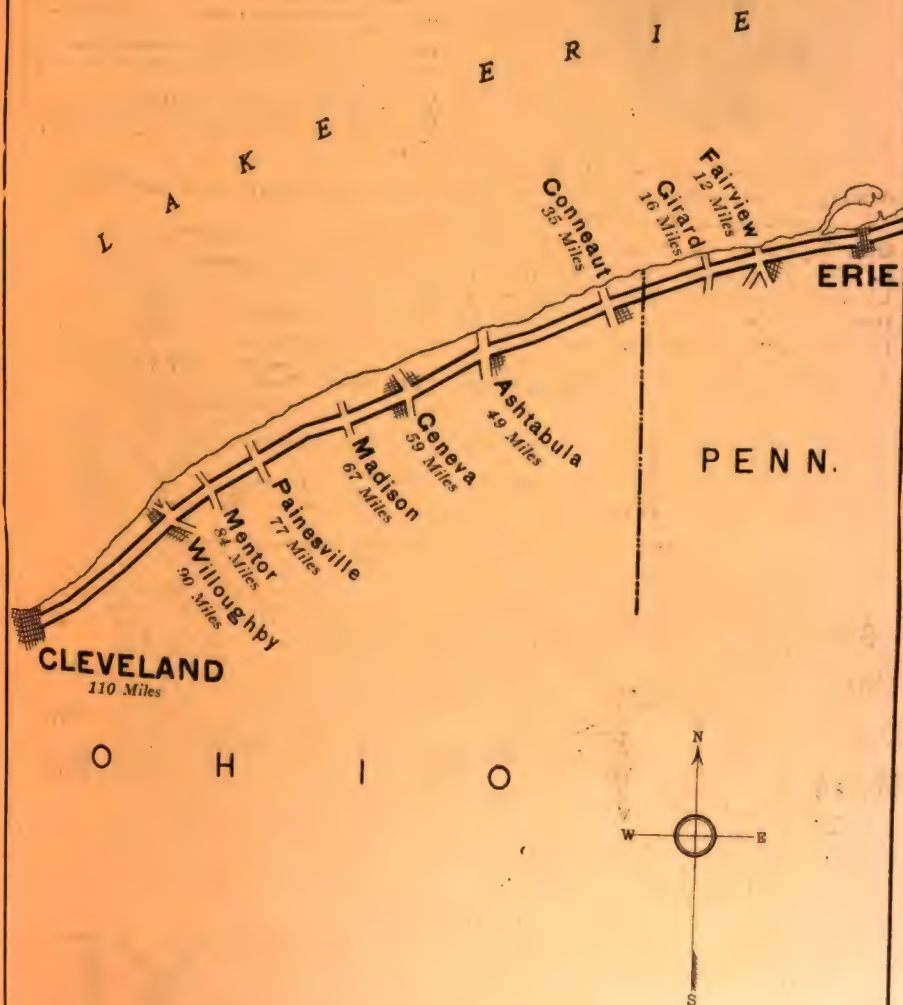
CLEVELAND (110 miles).

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New York to Chicago

Eighth Section

Erie to Cleveland



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Prevents lost traction.
Doubles the life of the tires.
Absolutely prevents breaking of springs.
Makes cobble-stones and rough roads seem like asphalt.
Enables cars to run over roads at highest speed, which could not be negotiated at all without it.
Endorsed by all prominent engineers the World over.
Won all prominent races during 1904, including Gordon-Bennett Cup.
Nobody who owns a car of any type can afford to be without it.
Write us and we will prove all these statements.
Money cheerfully refunded if it does not do all we claim.
What more can you ask for one device?
Price per complete set of four suspensions, \$60. Applied at our factory, No. 390 Hudson St., N. Y. City, for \$10 additional.

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F. I. A. T. (Highest long distance speed ever attained by any vehicle).

Richard-Brasier (Winner Gordon-Bennett Cup 1904).

Peugeot (Decorated at Paris Salon by President Loubet).

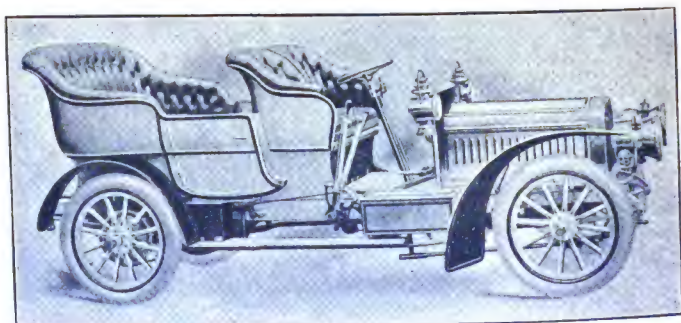
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Every morning in front of the Ormond Hotel there was a regiment of newspaper workers and photographers and even officials scurrying about to book passage with some one they knew, but it was difficult, for almost every one had a party big enough to fill his car. It was a time when any one should have been ashamed to drive away with an unoccupied seat, but a number did it. Messrs. Arthur and Harold Pope, with their 1905 model of the Pope-Toledo "30," were the particular "angels" of the press crowd. The car became a sort of regular press car, although it had the two Messrs. Pope and Robert L. Winkley for regular passengers, besides the chauffeur. The motto of the car seemed to be that of a trolley car: "Always room for one more," and the owners of it only laughed when they were mauled by the pressure of guests in the tonneau. The Pope-



A POPE-TOLEDO EN ROUTE TO RACES WITH EIGHT PASSENGERS UP

Toledo went back and forth every day carrying eight or nine passengers and its owners took pleasure in listening to the eulogies of their guests on the strong and easy riding springs and the ease with which other touring cars with normal loads were run away from.

The social feature of the tournament was no inconsiderable one. All the hotels at Ormond and Daytona were crowded, but the cream of the social element was at the Ormond, where more than 600 guests were stopping. Among them were many lights of good society and notables of the financial world, and there were counts and dukes and duchesses and countesses and a host of aspirants, who fluttered like moths about them. In the big main hall, where the orchestra played, there was a fine display of elaborate toilets by the women every evening and a

AUTOMOBILE TOPICS

nightly social levee. The monotony was varied on Thursday night, when a reception was tendered Sir Thomas Dewar on the eve of his departure, and John C. Wetmore, of the New York Motor Club, grew eloquent when acting as spokesman for the officials in the presentation of a gold souvenir medal to the distinguished visitor.

Among those registered at the Ormond Hotel were:

Mrs. Mary B. Stevens, Lynn; C. G. Stevens and chauffeur; Geo. G. Duncan and wife and maid, Portland; William Wallace, H. L. Bowden and wife, Boston; Mrs. J. L. Walker, Boston; Comtesse Gurgo de Castelménardo and maid, Italy; Dr. J. Wilson Parks, Boston; L. A. Hamilton and wife, New York; H. R. McLane and wife, New York; Count and Countess Golker, Washington; S. B. Stevens, Rome, N. Y.; R. H. White and wife, Cleveland; J. T. Walker and wife and maid, St. Louis; B. M. Shanley, Jr., and wife, Newark; W. C. Shanley and wife, Newark; E. Fredericks, Newark; E. J. Conley, New York; Louis Ross and wife, Newtonville, Mass.; S. B. Keith, Newton; E. H. Woods and wife, Boston; H. M. Flagler and wife; Mrs. W. R. Kenan; Fred Kidder; John Caswell, Boston; John J. Van Nostrand, New York; W. A. Adriance and family, Poughkeepsie, N. Y.; D. C. Whitney and wife, Detroit; T. W. White and wife, Cleveland; C. F. Heneman and wife, New York; S. S. Cozzins and wife, East Orange; F. R. Pratt and wife, Newark; Mrs. H. Lee Borden, New York; Miss S. F. Dwyer, New York; W. Gould Brokaw, New York; Marquis Torre Hermosa, Madrid; H. W. Whipple and wife, Andover; D. C. Temple, Pittsburgh; B. W. Baruch and wife, New York; Guy Vaughn, New York; W. W.

A TRIO OF NOBLE VISITORS



AUTOMOBILE TOPICS

Swan, New York; Mrs. C. M. Schwab, New York; Dr. M. R. Ward and wife, Pittsburg; Mrs. W. E. Kinsey, Pittsburg; Miss Davis, Pittsburg; James L. Breese, New York; A. J. Moulton, New York; Mrs. A. J. Moulton, New York; Miss J. H. Lewis, New York; W. W. Caswell and wife, New York; Mrs. John Caswell, Boston; Mrs. J. H. Maxon, St. Louis; Miss Maxon, St. Louis; Geo. J. Martin and wife, Boston; A. B. See and wife; Henry M. Day and family; New York; Sir Thomas R. Dewar, M. P., London; John H. Peters, London; W. H. Butler, New York; Geo. P. Butler, New York; W. K. Vanderbilt, Jr., and wife, New York; Mr. Kemp, New York; Mr. Barnes, New York; Mr. Jacobs, New York; F. Ed. Spooner, New York; W. J. Morgan, New York; Otto B. Cole and wife, Boston; H. T. Koerner and wife, Buffalo; Louis N. Ferguson and wife, Evanston, Ill.; L. C. Weir and wife, New York; Walter Christie and wife, New York; S. Ross Campbell and wife, Philadelphia; W. E. Coffin and wife, New York; H. D. Corey and wife, Boston; J. D. Proctor Smith and wife, New York; D. H. Church and wife, West Newton; L. R. Speare and wife, Miss Speare, Miss Turner, Boston; Geo. H. Stone and wife, Miss Stone, New York; J. C. Wetmore, Elizabeth, N. J.; Alex. Winton, Cleveland, Ohio; A. H. Chadbourne, Philadelphia; Harry Fosdick and wife, Boston; F. X. Mudd and wife, Chicago; M. J. Budlong and wife, Hartford; A. L. Pope and wife, New York; A. W. Pope and wife, Boston; C. C. Warren, Waterbury, Vt.; H. W. White and wife, Cleveland, Ohio; S. M. Butler and wife, New York; R. S. Munger, Birmingham, Ala.; Mrs. Howard Gould, J. M. Kirkpatrick

"AMONG THOSE PRESENT"

Burr McIntosh



Miss Hudson



Stanford White

AUTOMOBILE TOPICS

and wife, W. Benedict and wife, Mrs. H. L. Barnett, Mrs. E. W. Sello, Miss Marion Shackford, New York; Count Armande G. Biron, Paris; Richard K. Fox, New York; Chas. J. Fox, New York; C. H. Tenney, New York; D. G. Tenney, New York; S. B. Waring, New York; B. W. Currier, Lynn; Mrs. Geo. A. Seaverns, Jr., Chicago; E. M. O'Neile and wife, Pittsburg; L. R. Smith and wife, New York; Mrs. T. M. Carnegie, Morris Carnegie, Mrs. O. G. Ricketson, Pittsburg; Alden Sampson, 2d, and wife, Pittsfield; H. S. Houpt and wife, New York; Miss Carrie Rush, New York; A. L. Riker and wife, Bridgeport; E. V. Hartford and wife, New York; Duke and Duchess of Manchester; Mr. and Mrs. Henry Ford, Detroit; Augustus T. Post, New York; E. A. Brodie, Burlington, Vt.; C. W. Seamans, Mrs. R. P. Loomis, Miss Peters, Miss Reiners, Brooklyn, N. Y.; W. R. Kenan, Jr., and wife; Mrs. J. C. Wise; E. E. Schwarz-



E. E. HAWLEY H. L. BOWDEN E. R. THOMAS H. L. BOWDEN AND CHAIRMAN TEMPLE TIMING

kopf, New York; A. Massenat, New York; E. D. Winans, New York; J. C. King and wife, Chicago; R. E. Jarrige, New York; Fred Sterry and wife, Palm Beach; J. A. McDonald and wife, Miami; C. T. Adams and wife, New York; T. W. Carter, St. Louis; C. L. Carter, St. Louis; T. W. Carter, Jr., St. Louis; Franklin Stone, Philadelphia; Hon. Mat. Donohue, New York.

As the week progressed, so did the troubles. On Friday night it was learned that W. K. Vanderbilt, Jr., H. L. Bowden and William Wallace had tendered their resignations as members of the racing board because of dissatisfaction with the conduct of some associates. Then Chairman W. C. Temple announced that he had been carrying the resignation of H. W. Whipple as president in his pocket for several days and moved that it be acted upon. Mr. Temple added, that if Mr. Whipple, who appointed him, ceased to be president, he would resign also.

Story of the Meet Day by Day

ORMOND, Fla., January 29.—The real troubles began on Thursday, the third day of the tournament.

After the rather lame beginning on Tuesday, when the stock car events were run off in ragged fashion, and a disheartening day's work was relieved and saved solely by the making of a new five-mile record—and this in a trial not on the program—there was a feeling of dubiousness. Hundreds were on hand, ready to bubble over with enthusiasm, but they began to wonder would they really have the chance. The beach was not the same glorious expanse of hard-packed sand on which the records of last year were made. Along a comparatively thin stretch there was a course that was fairly good, and really fast, but it was a narrow course, and would not do for the competition of even fair-sized fields. This was discouraging, and the incompetency of the management was more so, and reports of the Ford and White racers and others, from which much was expected, not being ready, made matters worse.

On Wednesday there was a complete change of conditions, with counteracting defects—some good, some bad. The temperature and the records began to go down together. The beach was better and the management about everything that could be desired. The crowd enjoyed really grand sport, well handled, but under climatic conditions that taxed endurance to the limit. The racing and record trials were expanding and exhilarating, and there was full justification for unqualified enthusiasm. But with it came real physical suffering, and it was hard to enthuse with the limbs and body benumbed, eyes and nose watering, and teeth chattering. This was no fault of the management nor of the racers, yet somehow the visiting crowd felt that it had been imposed upon.

The story of the events of these first two days was told in detail in the issue of *AUTOMOBILE TOPICS* for last week.

On Thursday there was less of a gale, but the cold continued to be nearly as severe, though it, too, began to abate somewhat. It was planned to have morning races for the first time on Thursday, and the daily slip of the program man, which was furnished free to all who had previously purchased the official book, called for kilometer time trials, and kilometer races, including that for the Bowden Trophy. The races were scheduled to start at 7 a.m., from the Ormond end of the beach, at the sixteen-mile post. Only a small number arose to the occasion, and they were sorry they had not remained abed. It was biting cold, and several of the drivers reported their cars crippled owing to the water in the radiators having frozen solid over night, while the cars were in the official garage. W. K. Vanderbilt, Jr., and J. L. Breese were early about, and made a run down the beach. They returned to the starting point with the report that it would not be practicable to run any sort of races. The high winds prevailing had driven the water in shore so that at eight o'clock, when the tide would have been low, if it had lived up to the schedule fixed for it by the almanac, the strip of hard beach was hardly twelve feet wide, and even this was very rough.

With nothing but their troubles to think about, the complaints of all began to be outspoken, instead of confided to one another. There was a dogged spirit noticeable in the crowd that attended the racing of Thursday afternoon. It was

AUTOMOBILE TOPICS

still bitterly cold, and as the starting was done from the Ormond end, there was no club house in which to find occasional refuge and fuel supplies for the human system. A temporary booth had been erected on the beach for the officials, and as it was canvas covered on the windward side, the leeward side is popular with the crowd.

An incident occurred at the starting stand on this day that is illustrative of the general management, which toiled terribly over matters of no importance and regarded mole hills as mountains, while neglecting to even think about the essential matters that were the real summits to be crossed. From the starter's stand to the automatic device across the hard sand, over which the competing cars had to pass, ran two insulated wires. They were not buried, but lay on the top of



ONE OF THE CONTROLS

QUESTIONING BARNEY OLDFIELD AT
FIRST CONTROL IN 50-MILE RACE

the sand. On one side of the official booth the crowd was roped back, and as it was too much trouble to bury the wires a few inches in the sand, a rule was made by Referee Temple that no one must cross them—a wise enough rule if carried out with discretion. A “cracker” deputy sheriff of the same brand that put on tin badges and domineered over the visitors last year, was detailed to enforce the rule. Instead of recognizing the limitations of their authority, the referee and deputy assumed at once that they had absolute dominion over that part of the United States coast, and that citizens must tread where told they might. When a New York newspaper man came hurrying to the scene, and started to join some confrères on the other side of the stand and the tape, he was held up sharply. He was not requested to go around, but ordered to go back and fight his way through



IN FRONT OF ORMOND HOTEL

in
of
seconds
the same
Donald t

AUTOMOBILE TOPICS

the crowd and make a detour about the official stand, instead of stepping carefully over that part of the earth made sacred by the thoroughly insulated wires. The scribe halted, but stepped across as soon as the deputy turned his back. He was caught in the act, and grabbed roughly by the Florida "cracker" with the shiny piece of hardware on his lapel. Explanations by the newspaper man that he was there on business were of no avail. The sentiment seemed to be: "To hell with the Press." Referee Temple supported the "cracker" deputy in his action, and it looked as if the scribe might be mauled and locked up, when W. J. Morgan interfered.

While the afternoon session on Thursday did not result in the establishment of any new world's records, and in the making of only a few minor marks—an American kilometer record, a kilometer record for steam vehicles, and a competition kilometer record—it did bring out more emphatically than any prior session the fact that there were several very evenly matched cars on hand, and that with such machines automobile racing is a grand sport. The nearly even merits of several of the cars had been indicated on Wednesday, but it was demonstrated repeatedly in Thursday's events by the closest and most thrilling finishes ever made between automobiles anywhere. The closely matched cars were the Macdonald Napier, the Ross Silver Bug or Tea Kettle, the Stevens Mercedes, the Thomas Mercedes, and the Wallace Fiat. In the one-mile trials on Wednesday these cars all scored within six seconds of each other, and Ross beat Macdonald for the Dewar Trophy by only two-fifths of a second. On Thursday, in the kilometer events particularly, even closer work was seen. Ross and Macdonald scored within 1 1-5 seconds of each other in the kilometer trials, while Stevens and Thomas were only one-fifth of a second apart. A glance at the summary shows how close were all the heats and the finals on this afternoon.

While the cold was blighting, the tournament was favored by clear skies overhead throughout, and on this day spectators having good eyesight could stand on the sand dunes and watch the cars all the way to the kilometer mark, while with field glasses the one-mile finishes could be seen very plainly. It was well worth braving the cold to watch the sport, too, for the running was neck and neck. The fine racing spectacle was some compensation for the spectators, but the officials, being confined to the level at the tape, could not watch the sport, and were greatly to be pitied. They had a can of hot coffee and other hot stuff in the starting booth, but it did not prevent the ones wearing the badges of the highest offices from having cold feet. The timers stuck to their text like gamecocks, and the starters did their work well on this day. When it came time to shift the timing apparatus from the kilometer to the mile mark, a record was made by accomplishing the work in 7 minutes 46 seconds. Some of the other officials, however, lacked interest in what was going on, and were chiefly anxious to know when they could go back to the hotel. Referee Temple repeatedly asked how many more events were to be run, what they were, why they had to start and when they would be finished.

The crowd along the beach numbered possibly a couple of thousand, and at frequent intervals fires were kept burning by various groups of spectators. It was a remarkable spectacle of automobile racing in the Sunny South. An inter-

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esting incident of the afternoon occurred when the future Duke of Manchester was picked up and held over a fire by his sire to toast his feet and legs.

The results on Thursday put a check on the betting, which, in a small way, had been quite lively between individuals prior to that. Although the cars finished only lengths apart, and sometimes less than that, their performances were remarkably equable, and it became easy to pick the winners.

Some illustrations of the evenness of the performances of the cars will be found by a study of the accompanying tables. Ross, in winning the one-mile Dewar Trophy, made the distance in 42 seconds on Wednesday. On Thursday he won the Corinthian Cup in 41 3-5 seconds, and won the race for Class 4 cars in 42 seconds. In the Dewar Cup race Ross won his heat in 41 3-5 seconds, and the final in 42 seconds, while Macdonald was second to Ross in the heat in 43 4-5



STEVENS AND SARTORI NECK AND NECK IN THE KILOMETER RACE

seconds, and his time in the final was 42 2-5 seconds. In the race for the Corinthian Cup, S. B. Stevens made 46 3-5 seconds in his heat, and 46 1-5 seconds in the final; while Wallace scored 45 2-5 in his heat and 47 3-5 in the final. In the race for the Bowden Trophy, Ross won his heat in 27 3-5 and Macdonald won the final in the same time, Ross' steam pressure failing him to the extent of three-fifths of a second. In this race Stevens made 31 1-5 seconds in his heat and 30 seconds in the final. In the Class A kilometer race, Macdonald won his heat in the same time that he won the Bowden Trophy, 27 3-5 seconds. In the final Macdonald fell away four seconds in speed, and Stevens, who had been running a close third to Ross and the Englishman, got second place in 29 3-5 seconds, just a shade better time than usual for him in the competitions, although he did the kilometer in 26 2-5 seconds in the time trials.

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The second accident of the week worth noting occurred in the final of the Class A kilometer race, Thursday afternoon. W. K. Vanderbilt, Jr., had no sooner crossed the tape than he broke his fourth speed gears and gear box when changing to his top speed. This put him wholly out of the game, and he left Ormond for Palm Beach that night.

Thursday night everyone was chilled and tired and disappointed with the sport, and ill-natured, and the complaints became audible instead of whispered. The men supposed to be at the head of the arrangements seemed to be at sea regarding their plans. There were a dozen captains, but no general. The official program man, who had to have a printed slip every night, went around to the newspaper men, saying: "Say, I'm the official program man, and must get my copy to the printers. Can you tell me what events are to be run to-morrow?"

The feeling between the rival towns of Ormond and Daytona became pronounced on Thursday, when the question of the starting and finishing points came up. The factional feeling was strong, and the officials of the national body, the American Automobile Association, were not too dignified to take sides in the petty rivalry. This, and an unfortunate excess of conviviality by a prominent and popular official, disgusted certain other officials.

The newspaper men had not been provided with decent accommodations and facilities to do their work, and they were "ripe for a roast," as the saying goes. Even the most prominent and conspicuous of the press representatives, the very men who made the first tournament on the beach possible, and who co-operated with the promoter to make the succeeding ones a success, the men of most importance to those chiefly interested, were not taken thought of until everyone else was cared for, and then they were given what remained in the way of accommodation, or left to hustle for themselves, like cattle on a big range. A number of the correspondents and photographers camped out in log cabins and cottages adjoining the hotel, with just as many conveniences as if they were war correspondents at the front. The chauffeurs and some of the competitors at the inn on the beach were also disgruntled, and the "kicking" became loud and general.

The troubles culminated Friday morning, when the resignations of the A. A. officials began to pour in. The news of this did not leak out till evening, and then it came on top of the most disappointing day of all.

It was a real black Friday for racing, although the skies were clear and the temperature had risen so that it was quite tolerable on the beach. The officials were so at sea as to what they would do that no program was issued for the day. It had been said Thursday night that the fifty-mile race for the Lozier Trophy, or some other races, would be run in the morning, may be, and the Vanderbilt Cup race at 100 miles in the afternoon.

Very few got up to go out on the beach at 7 o'clock Friday morning, and those who did, regretted it. The tide was still running unduly high, and there was very little beach, so that the cars ran with two wheels in the water. Three started in the Lozier Cup race, and all came to grief near the ten-mile post. Only Walter Christie finished, and he and his car were drenched with salt water. The race was over a twelve and a half mile course, starting near the Ormond end, with three turns, at which controls of two minutes were established. The cars

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were started at one minute intervals. Oldfield was first off, and when he got to the clubhouse, only ten miles from the start, where a group of cars were standing, he thought he had reached the turn and the control, and stopped. When he learned his error he started back for the starting place. Meantime, both Webb and Christie had reached the same point, and had trouble. The commutator of Webb's car broke, and one of the battery wires on Christie's car was snapped. When they stopped to make repairs their wheels sunk in the sand. Oldfield saw them as he set out for the starting tape, and when he got there he reported his two competitors to be stuck in the sand, and asked to be started all over again. He was accommodated, and he made the first round trip of twenty-five miles, but then came to a dead stop, with only three cylinders working and only three tires on his machine. He was for continuing in the race, however, until Christie came along and whizzed past him, his car going splendidly. Seeing that it was useless, Barney then quit.

On this morning S. B. Stevens' Mercedes car was put out of business by its cylinders being scored, and Wm. Wallace had the luck to run into a wavelet and douse his carburetor.

The saddest time of the week came Friday afternoon. Word had gone out that the Vanderbilt Cup race at 100 miles was to be run. It was known to the officials and all at the beach, in the morning, that the race could not be run, owing to the tide, but nothing was done to prevent special trains from Jacksonville and St. Augustine bringing a thousand and more persons to the scene. Apparently great interest was taken in this event, for the crowd on hand was the largest of the week. It was a thoroughly disgusted crowd, too, for it had been drawn to the spot under misapprehension, and was destined to be fooled some more. Probably five thousand persons were on the beach Friday afternoon, and they were kept waiting for three hours, no one knew for what, and then they went away without a single one of the programmed races being run off.

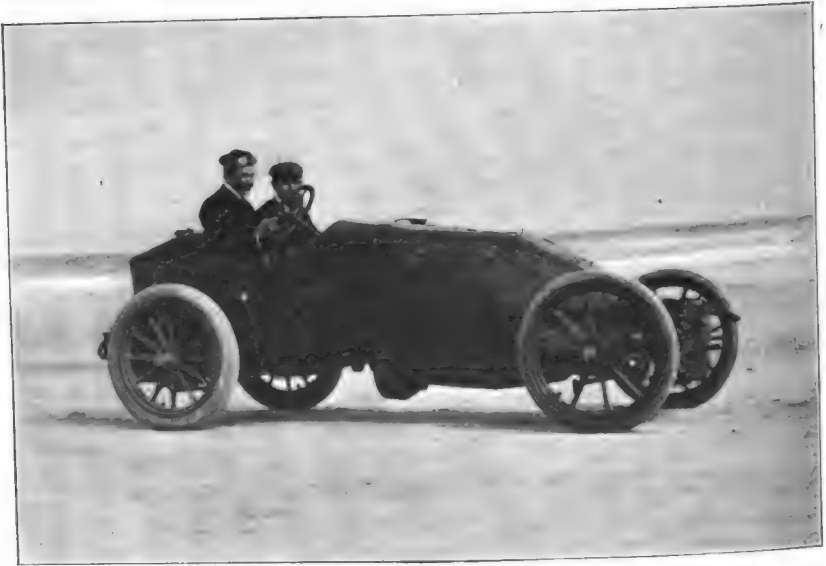
Questions flew thick and fast this afternoon, but no one could answer them. "What are we waiting for?" was heard every few minutes. President E. M. Steck, of the Florida East Coast Automobile Association, and Referee W. C. Temple remained in the timers' stand at the starting point, in front of the clubhouse, except for occasional visits to the clubhouse, and they knew less than anyone about the reasons for delay. They made no effort to learn, either. They seemed to consider that their place was simply to dawdle around with the others and wait for something to happen. Referee Temple, in order to be relieved from answering questions, placarded himself with an advertising card that read "Ask Mr. Foster," and whenever he was queried he pointed gleefully to the card and shook his head. The entire official outfit had an acute attack of knownothingness on this day. Their capacity for ignorance was almost inhuman.

There was a fair racing beach at the Ormond end, but the timing instruments had been set up for a five-mile course to the south of Daytona, where the beach was poor, and there seemed to be no inspiration to change the course. "Cracker" fashion, it seemed less strenuous to wait and see if the beach did not improve along the course laid out. It didn't, and night fell, and everyone went away cold and disgusted.

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Just before dusk the crowd was treated to a race not on the program, through Col. I. E. Emerson, of Baltimore, offering to wager \$500 that his 40-hp. Bolleé car, driven by his chauffeur, R. Wagondeaux, could beat any 40-hp. car on the beach. A subscription purse was made up, and the bet accepted on behalf of the Decauville car driven by Guy Vaughn. The distance was ten miles, with a control of two minutes at the five-mile turn. It was a pretty race all the way, and the Decauville won by only 100 feet. This was the only race of Friday afternoon.

A couple of the pieces of news of Friday were the purchase of the Packard Gray Wolf by E. H. R. Green, son of Mrs. Hetty Green, and the sale of the Ross Silver Bug to C. F. Heineman, the New York bookmaker. The latter will be raced by Joe Nelson, the former bicycle racer, with F. Ed. Spooner as manager.



CHARLES DEPLUS IN THE PIPE

Saturday morning the weather was fine again, and there was a chance for races during a brief interval in the forenoon, so the ten-mile races for the Mercedes and Fiat trophies were run off, and the preliminary heats of the ten-mile contest for the Major C. J. S. Miller Trophy.

Again, on the last day of the week, another saving grace was imparted to the tournament, and proof given that the possibilities of the beach and of the racing cars have been by no means exhausted. In the ten-mile race for the Mercedes Trophy donated by Allen, Halle & Co., E. R. Thomas, driving his 90-hp. racer, cut the former ten-mile record of 6.50 made by W. K. Vanderbilt, Jr., last year, to 6.31 4-5.

Saturday afternoon was devoted to gossiping, growling, driving and politics, and the week closed with twenty-three events finished, one partly run off, and

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seven untouched races on the program, not counting those that did not fill, or had been declared off because of scratched entries.

Ormond, Fla., Jan. 30.—Under decidedly more favorable meteorological conditions, racing was resumed to-day. The big event—one of the most notable of the entire meeting—was the 100-mile contest for the W. K. Vanderbilt, Jr., trophy. To the surprise of some and the seeming disappointment of others, there were no casualties, although the race was run without controls. As there were seven turns, the possibilities of accidents were huge and caused some withdrawals; but the contest was carried through without accident and as a result another important race record was captured by an American driver for an American owner of a foreign-made automobile. It was won by W. H. Fletcher,



H. W. FLETCHER ON 80 HP. DE DIETRICH WINNING 100-MILE RACE FOR VANDERBILT TROPHY,
1-18-24

driving the 80-hp. De Dietrich that was driven by Gabriel in the Vanderbilt cup race on Long Island and now is owned by O. F. Thomas, the beet sugar man and partner of E. R. Thomas, of New York.

The time of the 100 miles was 1 hour 18 minutes 24 seconds, an average of 75 miles an hour. This is a record, because there was no former record for 100 miles. If there had been a former record, the time made in this race would probably have lowered it, for it is very fast, and the average for the whole 100 miles is better than that for the world's record time for fifty miles made by W. K. Vanderbilt, Jr., last year, which still stands.

The race was run early in the morning, but despite the fact that many

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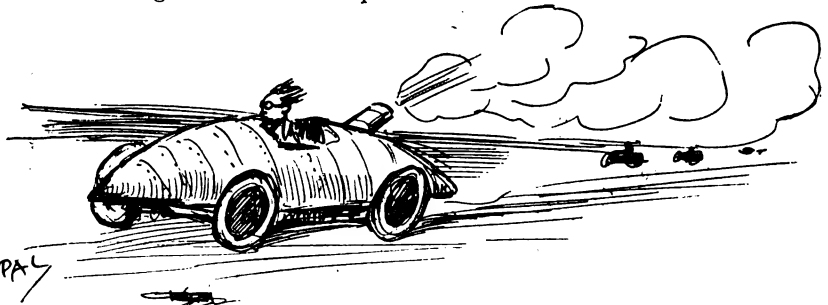
of the visitors left Saturday there were 2,000 persons out to witness the sport. The tide was lower and the beach broader than it has been at any time since the tournament began. The sand was well packed, and smooth except in some places. On the whole it was the finest beach yet offered to the racers.

There were ten starters in the race, and six of them finished. The cars were started at one minute intervals, and there being no controls at the turn the drivers were allowed to take the seven turns at any rate of speed they chose. The beach happened to be rather poor at each of the turning points, however, and the drivers chose to take them very carefully and slowly, otherwise the time would have been much faster. While the race was frequently exciting when the competitors were passing or trying to pass each other, the most sensational feature was the finish of William Wallace of Boston, who drove the last sixteen miles with a tire missing.

Fletcher's victory was a surprise to some, although his De Dietrich car was known to be a great racer. He had not figured in any of the prior events, and those who watched the race at the turns noticed that Fletcher took them rather poorly. Wallace made the cleverest turns and on the third lap was reported by the officials to be in the lead. Fletcher won by fast driving along the straight-away while the others were nursing their engines. There were lively passages between Bernin, driving W. Gould Brokaw's car; William Wallace, and Paul Sartori, driving A. G. Vanderbilt's car, at several stages of the race. At two of these turns these three were only a few yards apart, and there was interesting jockeying for the advantage in rounding the flagstaff.

Nearly all the cars in the race had mishaps, which delayed all except the first two to finish. The gasoline tank on Sartori's car broke from its moorings and one end dragged on the ground for a long distance before it was discovered and repaired. The former racer of W. K. Vanderbilt, Jr., finished with the engine skipping badly, the Christie car had trouble in the soft sand and the left hand front tire on Wallace's car burst and came off when he still had sixteen miles to go. The four who dropped out of the race were Arthur MacDonald, with his Napier, because of ignition and tire troubles; S. B. Stevens, with his Mercedes, because of the piston becoming stuck in the cylinder, and Charles Deplus, with a Pipe, because of a cracked cylinder. C. Canaut, D. Dietrich, finished, but was not scored or timed.

After the big race the five-mile open race for the W. Gould Brokaw trophy and



"PAL'S" IDEA OF ROSS AND HIS "TEA KETTLE"

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the five-mile Ormond Handicap for the J. B. Moore cup were run. Both were good races. E. R. Thomas, of New York, captured the Brokaw price after two splendid pieces of driving, and in the handicap Sartori, the chauffeur for A. G. Vanderbilt, scored his first victory during the tournament.

Ormond, Fla., Jan. 31.—The week's racing came to end to-day in a brilliant and highly sensational manner. World's records were smashed in wholesale fashion, and the slate to-night presents an entirely different aspect. The world's kilometer time, hitherto untouched, and the mile—his own—fell to H. L. Bowden, while H. W. Fletcher, in his 80-hp. De Dietrich, annexed the 50-mile record in the big handicap race of the day, although the race itself was captured by Sartori and his Fiat. New records for 10 and 20 miles were also made by Thomas.



ARTHUR C. MACDONALD IN 90 HP. NAPIER

Although the unofficial record—34 1-5 seconds—already stood to the credit of H. L. Bowden, the Boston man was not satisfied that he had done his best with his huge Americanized Mercedes 120-hp. car. He got away in splendid fashion and was clocked in 32 4-5 seconds. Still not content, he then went for the kilometer time, 21 2-5, held by Baras, and made at Ostend, Belgium, last fall. This, too, fell before his onslaught, and Bowden now wears both short distance speed crowns—the European standard, the kilometer, time, 20 2-5; and the American, the mile, time, 32 4-5.

Mr. Bowden said he was well satisfied with his fast ride, and he believed the mile record would stand at its present figures, at least for a year. He went so very fast that in flashing by the mile post he thought it the kilometer mark, and so

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went on a considerable distance more. His huge car seemed to fly and, as a matter of fact, went in jumps, in spite of its weight of 2,780 pounds.

The beach was in excellent condition for racing, and the expectation that the best time of the tournament would be made was realized. The weather was ideal, being warm, with a light north wind.

The fifty-mile handicap for the Daytona challenge cup was the first race scheduled and was won by Paul Sartori, driving Alfred Gwynne Vanderbilt's 90-hp. Fiat car, covering the distance in the actual time of 40 minutes and 20 seconds. E. Fredericks, in Shanley's 90-hp. Mercedes, was second; Charles Conant, in the 45-hp. De Dietrich was third, and H. W. Fletcher, in the 80-hp. De Dietrich, finished fourth from scratch in 38:51, creating a new world's record.

The starters with their time allowances were: Arthur Macdonald, 90-hp. Napier, scratch; E. R. Thomas, 95-hp. Mercedes, 1 minute; William Wallace, 90-hp. Fiat, 3 minutes 30 seconds; E. Fredericks (B. M. Shanley), 90-hp. Mercedes, 4 minutes; Paul Sartori (A. G. Vanderbilt), 90-hp. Fiat, 4 minutes 50 seconds; Maurice Bernin (W. G. Brokaw), 60-hp. Renault, 5 minutes; Walter Christie, 60-hp. Christie, 5 minutes 26 seconds; Guy Vaughn, 40-hp. Decauville, 7 minutes; Charles Canant, 45-hp. De Dietrich, 8 minutes.

There were controls of two minutes at each turn, which virtually made the contest five ten-mile races. E. R. Thomas made an excellent record in his 90-hp. Mercedes until his clutch broke and put him out. William Wallace was also doing well in his 90-hp. Fiat when his gasoline ran out. Both Sartori and Fletcher broke the world's record, held by William K. Vanderbilt, Jr., of 40:49 4-5. Fletcher's actual time was 38:51 and Sartori's 40:20.

The twenty-mile open race for the E. R. Thomas championship trophy was won by Arthur Macdonald's 90-hp. Napier, actual net time, 15 minutes 23 seconds; second, William Wallace, 90-hp. Fiat, time, 15 minutes 34 seconds; third, H. W. Fletcher, 80-hp. De Dietrich, time, 15 minutes 34 4-5 seconds; fourth, Paul Sartori, A. G. Vanderbilt's 90-hp. Fiat, time, 16 minutes 23 3-5 seconds. The course was ten miles down the beach, with two-minute control at the turn. Contestants made standing start under one minute headway. Every car came under the previous world's record of 15 minutes 2 seconds, made last year by W. K. Vanderbilt. Macdonald made the fastest ten miles. Time, 7 minutes 3 2-5 seconds.

Ten miles in 6 minutes 15 seconds is the new world's record, made by Arthur Macdonald in S. F. Edge's 90-hp. Napier in the final for the Major C. J. S. Miller trophy. The summary is: Won by Arthur Macdonald, 90-hp. Napier; time, 6 minutes 15 seconds. E. R. Thomas, 90-hp. Mercedes, second; time, 6 minutes 18 1-5 seconds. Fredericks, in B. M. Shanley's 80-hp. Mercedes, third; time, 7 minutes 25 2-5 seconds. Previous world's record, 6 minutes 31 4-5 seconds, made by E. R. Thomas here last Saturday. Macdonald's new record is an average of each mile in 37 3-4 seconds, or at the rate of 96 miles an hour.

Charles Canant won the ten-mile handicap in the 40-hp. De Dietrich, with an allowance of 2 minutes 15 seconds. His net time was 8 minutes 22 3-5 seconds. H. Roberts, in the 40-hp. Thomas, was second, with an allowance of 3 minutes 30 seconds. Actual time, 8 minutes 54 2-5 seconds. E. R. Thomas, 90-hp. Mercedes, third; allowance, 5 seconds; actual time, 6 minutes, 21 1-5 seconds.

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TUESDAY, JANUARY 24.

ONE KILOMETER, FOR CARS WEIGHING FROM 851 TO 1,432 POUNDS.

Order of finish.	Driver.	Machine.	Time.
1.	Webb Jay,	15-hp. White.	.44 2-5
2.	A. Le Blanc,	20-hp. Darracq.	...

ONE-MILE TIME TRIALS FOR STOCK CARS.

1.	C. Soules*,	30-hp. Pope-Toledo.	.57
2.	Webb Jay,	15-hp. White.	1.00 3-5
3.	J. Caswell*,	35-40-hp. Columbia.	1.22
4.	J. Caswell*,	18hp. Columbia.	1.27
5.	W. E. Evans,	10-hp. Autocar.	1.37
6.	C. N. Wheeler,	12-hp. Glide.	2.07 2-5

*Made on Thursday.

FIVE MILES, FOR STOCK CARS COSTING FROM \$2,751 TO \$4,000.

1.	Charles Soules,	30-hp. Pope-Toledo.	5.13 3-5
2.	M. Roberts,	40-hp. Thomas.	5.47 4-5
3.	J. Caswell,	35-40-hp. Columbia.	5.48 1-5

FIVE-MILE TIME TRIAL, CLASS B.

1.	Guy Vaughn,	40-hp. Decauville.	4.34 2-5
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FIVE MILES, FOR GASOLINE STOCK CARS COSTING \$650 AND UNDER.

1.	M. B. Aultman,	6-hp. Pope-Tribune.	11.39 4-5
No other starter.			

FIVE MILES, FOR STOCK CARS COSTING FROM \$4,001 TO \$6,000, INCLUSIVE.

1.	Charles Soules,	30-hp. Pope-Toledo.	5.17 4-5
2.	Alexis Le Blanc,	20-hp. Darracq.	6.22 2-5

FIVE MILES, FOR STOCK CARS COSTING FROM \$651 TO \$1,000, INCLUSIVE.

1.	Louis S. Ross,	8-hp. Stanley.	6.42 3-5
2.	C. N. Wheeler,	12-hp. Glide.	8.16
3.	W. E. Evans,	10-hp. Autocar.	9.34

FIVE MILES, TIME TRIAL, CLASS A.

Arthur Macdonald,	90-hp. Napier.	3.32
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FIVE-MILE HANDICAP, OPEN TO FIRST FOUR CARS IN PRECEDING COMPETITIONS.

1.	H. P. Maxim (1.47),	18-hp. Columbia.	7.18 1-5
2.	C. Soules (scratch),	30-hp. Pope-Toledo.	7.28 4-5
3.	J. Caswell (1.12),	35-40-hp. Columbia.

FIVE MILES, TIME TRIAL, CLASS A.

1.	Arthur Macdonald,	90-hp. Napier.	3.17 2-5
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TEN MILES, FOR STOCK CARS COSTING FROM \$2,751 TO \$6,000, INCLUSIVE.

1.	C. Soules,	30-hp. Pope-Toledo.	10.35 3-5
2.	B. B. Holcomb,	35-40-hp. Columbia.	12.11 1-5

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TEN MILES, TIME TRIAL, CLASS A.

1. M. G. Bernin, 60-hp. Renault..... 7:42

TEN MILES, FOR STOCK CARS COSTING FROM \$1,001 TO \$1,800, INCLUSIVE.

1. M. J. Budlong, 18-hp. Columbia.....No time taken
2. C. N. Wheeler, 12-hp. Glide.....No time taken

WEDNESDAY, JANUARY 25.

ONE-MILE TIME TRIALS, CLASSES A, B AND C, GIVEN IN ORDER OF RUNNING.

HP.	Car.	Driver.	Time.	
Class A.—18-hp.	Mercedes,	J. L. Breese	Not taken	
Class A.—95-105-hp.	Mercedes,	W. K. Vanderbilt, Jr.	.42 3-5	
Class B.—18-hp.	Mercedes,	J. L. Breese	1.03 1-5	
Class A.—20-hp.	Special,	Louis S. Ross	.38	
Class A.—90-hp.	Napier,	Arthur Macdonald	.34 2-5	
Class A.—95-hp.	Mercedes,	E. R. Thomas	.40 2-5	
Class A.—90-hp.	Mercedes,	E. H. Fredericks	.44 1-5	
Class B.—40-hp.	Decauville,	Guy Vaughn	.48 1-5	
Class A.—35-hp.	Mercedes,	J. L. Breese	.53 2-5	
Class A.—60-hp.	Renault,	M. G. Bernin	.45 2-5	
Class A.—90-hp.	Fiat,	Wm. Wallace	.39 1-5	
	*—120-hp.	Mercedes,	H. L. Bowden	.34 1-5
Class A.—80-hp.	Pipe,	C. Deplus	.43 3-5	
Class A.—60-hp.	Christie,	W. Christie	.42 1-5	
Class A.—90-hp.	Fiat,	Paul Sartori	.45 1-5	
Class A.—90-hp.	Mercedes,	S. B. Stevens	.39 2-5	
	*—3½-hp.	Indian motorcycle,	P. Hedstrom	1.02
Class B.—15-hp.	White, steam,	Webb Jay	.53	
*Not in any A. A. A. class.				

*Not in any A. A. class.

ONE-MILE INTERNATIONAL CHAMPIONSHIP RACE FOR DEWAR CHALLENGE TROPHY.

First Heat.

1. Louis S. Ross, 20-hp. Ross..... 41 3-5
2. Arthur Macdonald, 90-hp. Napier..... 43 4-5
3. E. R. Thomas, 95-hp. Mercedes..... ..

Second Heat.

1. William Wallace, 90-hp. Fiat 49
2. E. H. Fredericks, 90-hp. Mercedes..... 54
3. M. G. Bernin, 60-hp. Renault..... 1.13 3-5

Third Heat.

1. Barney Oldfield, 60-hp. Peerless..... 49 3-5
2. Paul Sartori, 90-hp. Fiat..... 52 4-5
3. Charles Deplus, 80-hp. Pipe..... 58 1-5

Final.

1. Louis S. Ross, 20-hp. Ross..... 42
2. Arthur Macdonald, 90-hp. Napier..... 42 2-5
3. Wm. Wallace, 90-hp. Fiat..... 48 1-5
4. Barney Oldfield, 60-hp. Peerless..... 49 3-5

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ONE MILE, FOR STEAM VEHICLES, FOR THE COL. R. C. CLOWRY TROPHY.

1. Louis S. Ross, 20-hp. Ross.....	.57 2-5
2. Webb Jay, 15-hp. White.....	.58 1-5
3. R. R. Kimball, 10-hp. Stanley .....	...

ONE-MILE CORINTHIAN CUP RACE, AMATEUR OWNERS ONLY TO DRIVE—COL. L. C. WEIR TROPHY.

First Heat.

1. W. K. Vanderbilt, Jr., 95-105-hp. Mercedes.....	.47 3-5
2. E. R. Thomas, 95-hp. Mercedes.....	.47 4-5
3. B. M. Shanley, Jr., 90-hp. Mercedes.....	.55

Second Heat.

1. Wm. Wallace, 90-hp. Fiat.....	.45 2-5
2. S. B. Stevens, 90-hp. Mercedes.....	.46 3-5
3. James L. Breese, 35-hp. Mercedes.....	...

Third Heat.

1. Louis S. Ross, 20-hp. Ross.....	Walkover
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**Final.*

1. Louis S. Ross, 20-hp. Ross.....	.41 3-5
2. S. B. Stevens, 90-hp. Mercedes.....	.46 1-5
3. Wm. Wallace, 90-hp. Fiat47 3-5

*Run on Thursday.

THURSDAY, JANUARY 26.

ONE-KILOMETER TIME TRIALS, FOR CLASSES A, B AND C, IN THE ORDER OF RUNNING.

Class A.—W. K. Vanderbilt, Jr., 95-105-hp. Mercedes.....	.28 3-5
Class A.—A. C. Macdonald, 90-hp. Napier.....	.23
Class A.—E. R. Thomas, 95-hp. Mercedes.....	.26 3-5
Class A.—Paul Sartori, 90-hp. Fiat.....	.28 4-5
Class A.—C. Deplus, 80-hp. Pipe.....	.32 3-5
Class A.—S. B. Stevens, 90-hp. Mercedes.....	.26 2-5
Class B.—Webb Jay, 15-hp. White.....	.32 4-5
Class A.—Louis S. Ross, 20-hp. Ross.....	.24 1-5
Class A.—H. L. Bowden, 120-hp. Mercedes.....	.23 3-5
Class B.—R. Magondeaux, 40-hp. Bollée.....	.42

ONE-KILOMETER RACE FOR THE H. L. BOWDEN TROPHY.

First Heat.

1. Louis S. Ross, 20-hp. Ross.....	.27 3-5
2. Arthur Macdonald, 90-hp. Napier.....	.29 1-5
3. W. K. Vanderbilt, Jr., 95-105-hp. Mercedes.....	.32 1-5

Second Heat.

1. Wm. Wallace, 90-hp. Fiat.....	.32 2-5
2. E. H. Fredericks, 90-hp. Mercedes.....	.34 3-5

Third Heat.

1. S. B. Stevens, 90-hp. Mercedes.....	.31 1-5
2. Paul Sartori, 90-hp. Fiat .....	.33

AUTOMOBILE TOPICS

Final.

- | | |
|---|---------|
| 1. Arthur Macdonald, 90-hp. Napier..... | .27 3-5 |
| 2. Louis S. Ross, 20-hp. Ross..... | .28 1-5 |
| 3. S. B. Stevens, 90-hp. Mercedes..... | .30 |

ONE KILOMETER, OPEN ONLY TO VEHICLES WEIGHING FROM 1,432 TO 2,204 POUNDS.

First Heat.

- | | |
|--|---------|
| 1. Arthur Macdonald, 90-hp. Napier..... | .27 3-5 |
| 2. W. K. Vanderbilt, Jr., 95-105-hp. Mercedes..... | .30 3-5 |

Second Heat.

- | | |
|------------------------------------|---------|
| 1. Louis S. Ross, 20-hp. Ross..... | .28 |
| 2. Wm. Wallace, 90-hp. Fiat..... | .33 1-5 |

Third Heat.

- | | |
|--|---------|
| 1. S. B. Stevens, 90-hp. Mercedes..... | .30 3-5 |
| 2. Paul Sartori, 90-hp. Fiat..... | .32 3-5 |

Final.

- | | |
|--|----------------|
| 1. Louis S. Ross, 20-hp. Ross..... | .29 2-5 |
| 2. S. B. Stevens, 90-hp. Mercedes..... | .29 3-5 |
| 3. Arthur Macdonald, 90-hp. Napier..... | .31 3-5 |
| 4. W. K. Vanderbilt, Jr., 95-105-hp. Mercedes..... | Did not finish |

ONE MILE, FOR CLASS A CARS ONLY.

- | | |
|--|---------|
| 1. Louis S. Ross, 20-hp. Ross..... | .42 |
| 2. S. B. Stevens, 90-hp. Mercedes..... | .45 4-5 |
| 3. Wm. Wallace, 90-hp. Fiat..... | ... |
| 4. Paul Sartori, 90-hp. Fiat..... | ... |

ONE MILE, FOR CLASS B CARS ONLY.

- | | |
|--|---------|
| 1. Webb Jay, 15-hp. White..... | .51 4-5 |
| 2. Guy Vaughn, 40-hp. Decauville | .54 2-5 |

FRIDAY, JANUARY 27.

FIFTY MILES, FOR AMERICAN-MADE CARS ONLY, LOZIER TROPHY.

- | | |
|--|----------------|
| 1. Walter Christie, 60-hp. Christie..... | 1.11.22 2-5 |
| 2. Barney Oldfield, 60-hp. Peerless..... | Did not finish |
| 3. A. C. Webb, 75-hp. Pope-Toledo..... | Did not finish |

TEN-MILE SPECIAL RACE, NOT ON THE PROGRAM, FOR A WAGER OF \$500 A SIDE.

- | | |
|--|----------|
| 1. Guy Vaughn, 40-hp. Decauville | 9.25 2-5 |
| 2. R. Magondeaux, 40-hp. Bollée..... | 9.27 3-5 |

SATURDAY, JANUARY 28.

TEN MILES, FOR FIAT CARS ONLY, HOLLANDER & TANGEMAN CUP.

- | | |
|-----------------------------------|----------|
| 1. Wm. Wallace, 90-hp. Fiat..... | 6.54 2-5 |
| 2. Paul Sartori, 90-hp. Fiat..... | .... |

TEN MILES, FOR MERCEDES CARS ONLY.

- | | |
|---------------------------|----------|
| 1. E. R. Thomas | 6.31 4-5 |
| 2. E. H. Fredericks | 7.44 1-5 |
| 3. James L. Breese ..... | .... |

AUTOMOBILE TOPICS

TEN MILES, THE ORMOND DERBY, FOR THE C. J. S. MILLER TROPHY.

First Heat.

- | | | |
|----|---------------------------------------|----------|
| 1. | Arthur Macdonald, 90-hp. Napier | 7.06 |
| 2. | C. Deplus, 80-hp. Pipe | 7.40 2-5 |
| 3. | M. G. Bernin, 60-hp. Renault | 7.59 2-5 |

Second Heat.

- | | | |
|----|---|----------|
| 1. | E. R. Thomas, 95-105-hp. Mercedes | 7.10 3-5 |
| 2. | E. H. Fredericks, 90-hp. Mercedes ..... | .... |

Third Heat.

- | | | |
|----|--|----------------|
| 1. | James L. Breese, 35-hp. Mercedes | 10.29 2-5 |
| 2. | Wm. Wallace, 90-hp. Fiat | Did not finish |

MONDAY, JANUARY 30.

ONE HUNDRED MILES, FOR W. K. VANDERBILT, JR., TROPHY.

- | | | |
|----|--|-------------|
| 1. | H. W. Fletcher, 80-hp. De Dietrich | 1.18.24 |
| 2. | M. G. Bernin, 60-hp. Renault | 1.21.38 |
| 3. | Paul Sartori, 90-hp. Fiat | 1.21.44 1-5 |

FIVE MILES, OPEN, FOR W. GOULD BROKAW TROPHY.

- | | | |
|----|--------------------------------------|----------|
| 1. | E. R. Thomas, 105-hp. Mercedes | 3.30 1-5 |
| 2. | William Wallace, 90-hp. Fiat | 3.46 |
| 3. | Paul Sartori, 90-hp. Fiat | 4.15 |

FIVE MILES, ORMOND HANDICAP, FOR J. R. MOORE TROPHY.

- | | | |
|----|--|----------|
| 1. | Paul Sartori, 90-hp. Fiat (34 seconds handicap) | 3.57 |
| 2. | E. R. Thomas, 105-hp. Mercedes (scratch) | 4.02 1-5 |
| 3. | William Wallace, 90-hp. Fiat (19 seconds handicap) | 4.04 1-5 |

TUESDAY, JANUARY 31.

FIFTY MILES, HANDICAP, FOR BURGOWNE CUP.

- | | | |
|----|--|-----------|
| 1. | Paul Sartori, 90-hp. Fiat (4.50 handicap) | 40.20 |
| 2. | E. Fredericks, 90-hp. Mercedes (4.01 handicap) | 41.58 4-5 |
| 3. | C. Canant, 45-hp. De Dietrich (8 minutes handicap) | 46.25 3-5 |

TWENTY MILES, FOR E. R. THOMAS TROPHY. TIME CONTEST, WITH ONE MINUTE

INTERVAL BETWEEN STARTERS. TEN MILES, WITH NEUTRALIZED TURN.

- | | | |
|----|--|-----------|
| 1. | Arthur C. Macdonald, 90-hp. Napier | 15.23 |
| 2. | William Wallace, 90-hp. Fiat | 15.34 |
| 3. | H. W. Fletcher, 80-hp. De Dietrich | 15.36 4-5 |

TEN MILES, FOR MAJOR C. J. S. MILLER TROPHY.

- | | | |
|----|--|----------|
| 1. | Arthur C. Macdonald, 90-hp. Napier | 6.15 |
| 2. | E. R. Thomas, 105-hp. Mercedes | 6.18 1-5 |
| 3. | E. Fredericks, 90-hp. Mercedes | 7.23 2-5 |

TEN MILES, HANDICAP.

- | | | |
|----|---|----------|
| 1. | C. Canant, 45-hp. De Dietrich (2.15 handicap) | 8.02 3-5 |
| 2. | M. Roberts, 40-hp. Thomas (3.20 handicap) | 8.54 2-5 |
| 3. | E. R. Thomas, 105-hp. Mercedes (5 seconds handicap) | 6.21 2-5 |

RECORD TRIALS, ONE MILE.

- | | | |
|----|--|---------|
| 1. | H. L. Bowden, 120-hp. Mercedes | .32 4-5 |
| 2. | Walter Christie, 60-hp. Christie | .40 |

RECORD TRIALS, ONE KILOMETER.

- | | | |
|----|--------------------------------------|---------|
| 1. | H. L. Bowden, 120-hp. Mercedes | .20 3-5 |
| 2. | A. C. Macdonald, 90-hp. Napier | .25 1-5 |

Preventives and Remedies

PART XX

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Clutches and Brakes

WHILE the clutches employed in automobiles are of many kinds only the cone clutch has become standardized and generally adopted. What the motorist should know of the other forms of clutch mechanism he must learn of each one of them separately, as apparently unimportant details in their material and design make a vast difference in their reliability and the proper manner of treating and operating them. In a general way, it may only be said that the dimensions of material and friction surfaces were nearly always too small in early automobiles and that practical experience with each type has proved the only safeguard against errors in design. It is therefore only simple business caution for the motorist who purchases an automobile provided with any other than a cone clutch of the standard type, to ascertain from the manufacturer or agent how long "it" has been in practical and satisfactory use and which are the points to be observed in operating it and caring for it. By "it" the motorist should understand an exact counterpart in every detail used on cars of the same weight and power as the one in which he is interested. Some otherwise excellent clutches require frequent adjustment or careful lubrication or both, if undue seizing or undue slipping shall be avoided.

CONE CLUTCHES.—The female cone is usually formed in the flywheel of the motor, the flywheel rim being cast with a flange toward the rear and the flange shaped as a hollow cone. The angle of the cone is only 10 to 12 degrees. This arrangement makes it convenient to employ a male cone of large diameter, which by any other arrangement would occupy considerable space. The male cone is always made as light as possible, often of aluminum, as otherwise it would act as a flywheel on the transmission gearing, preventing easy starts, stops and changes of this mechanism. It is faced with leather fastened by sunken rivets or bolts or by clips which draw the leather below the conical surface into transverse grooves disposed at regular intervals in the circumference of the cone. Sometimes the leather between rivets or clips is underlaid with flat, short-leaf steel springs, which press the leather outwardly into contact with the female cone before the engagement of the cones is complete (and the springs are pressed down to the shape of the cone), the object being to produce a gradual engagement and prevent premature seizing.

A helical spring of considerable force pushes the cone into the flywheel and holds it there unless drawn back by a forked lever actuated by the clutch lever, and in modern cars also by the change-gear lever.

It is, of course, of the greatest importance that the alignment of the cone shaft in exact prolongation of the motor and flywheel shaft should be maintained and that the clutch spring should act without side pressure. But the cone shaft, farther back, carries the gear wheels and is supported in journals, which take part

AUTOMOBILE TOPICS

somewhat in those slight torsions of the vehicle frame caused by fast travel or rough roads. In order to neutralize possible misalignments from this cause the forward end of the cone shaft is journaled in ball bearings on the end of the motor (flywheel) shaft.

The same purpose, including the avoidance of end thrust, is served by reversing the position of the male cone, as now frequently done. In this modified design the flywheel itself does not form the other clutch member, but the female cone is bolted to its (chamfered) edge with the hollow side forward, forming a chamber between it and the flywheel proper, wherein the male cone has its play facing to the rear. With this design the clutch spring may be between the cone and the flywheel, but usually it is in the customary place around the cone shaft, to the rear of the cone, while its action is reversed, disengaging by pushing the cones apart and engaging by contraction.

In the ordinary course of a motorist's experience this cone clutch mechanism never gives trouble, which is well, since it is not very accessible to an amateur mechanic. The clutch spring has no occasion to become overheated and, as its work range should not exceed about one-eighth of an inch of expansion or contraction—which is the proper distance between the disengaged conic surfaces—it never breaks; the end thrust ball-bearing is lubricated from a special oil cup which requires very little attention; the distance between the cone surfaces and the tension of the spring is regulated by a screw, easily reached, and practically the only repair which is liable to be required at times, if the mechanism has once been correctly adjusted, consists in the cleaning or replacement of the leather facing.

Nevertheless, the motorist should make himself familiar with the clutch details, as it very frequently happens that its adjustments are interfered with in case of repairs involving the dismantling of the motor or the change-gear box, and even when a car is received from its maker the adjustments are often faulty.

When the distance between the cones has been adjusted to one-eighth inch by means of the tension screw—or three-sixteenths of an inch in case there are springs under the leather facing—the fork by which the cone is pushed (or drawn) into engagement should be adjusted correspondingly. This is often forgotten.

A smooth cone should enter completely into the hollow of the flywheel when engaged, no edge projecting. Otherwise a ridge is gradually formed and, when the leather facing wears down, this ridge prevents complete engagement and causes slip. A cone provided with underlaid springs, however, seldom is fitted so as to enter with its entire friction surface, so long as the leather is new.

(To be continued.)

EVEN the remotest regions of Africa are not now safe from invasion by automobiles. A British concern has furnished to the order of the War Department a 24-hp. wagonette for the use of the garrison at Khartoum. The vehicle has been specially designed for use in a warm climate, and is adapted to work on ordinary kerosene oil. It is fitted with road wheels of unusually large diameter, provided with solid tires and special flanges to enable them to travel over the desert sand.

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MR. AND MRS. WILLIAM K. VANDERBILT, JR., and a large party of society people have been making Ormond and Palm Beach their headquarters for the past week or two on account of the races at the former place. Last Saturday Mr. and Mrs. Vanderbilt went to Palm Beach from Ormond in their private car. In their party were Mr. David Barnes, Mr. Arthur

Kemp and Mr. Leonard Jacob, Jr. After the races at Ormond were finished this week there was a general exodus to Palm Beach, where there was much entertaining.

ON Saturday some of those who feared that the troubles might be a death blow to Florida tournaments issued a call for a meeting at Ormond on Saturday night. Twenty-one men who represented fairly well the various interests of automobiling attended and the Ormond Racing Association was launched to run races on the beach in the future. As some of the best managerial talent in the country is represented in this new body, the fear of this being the last meet is removed. The new club was formed by the election of a board of nine directors, five of them residents of Ormond, in whom was vested the power to elect officers, adopt a constitution and run races until the next meeting of the club. The nine directors chosen were: Frank X. Mudd, H. L. Bowden, S. A. Miles and W. J. Morgan, from Chicago, Boston and New York, and James Carnell, J. A. Bos-tram, J. D. Price, W. S. Kenny and Dr. J. Miller, of Ormond.

Thus, while the week was increasingly stormy and the tendency at the end of it was toward disintegration all around, there was organization and reorganization going on at the same time and the prospect now is for a more efficient body promoting better sport in the future.

ERE the first month of the new year had come to an end a feat worthy of high rank in the annals of adventurous travel had been performed. This was nothing less than the crossing of the Andes in an automobile. The feat was accomplished without mishap of any kind, and partook more of the nature of a pleasure tour than a hazardous and difficult exploit.

To a Buenos Ayres motorist, Ramon Camano, belongs the honor of originating and carrying out, in connection with a party of friends, the plan of traversing the South American continent and crossing the lofty summit of the Andes. Starting from Buenos Ayres in an Olds light tonneau car, he drove for many hundred miles over the roughest pampas roads to Chile, making the ascent of Cordillera Mandoza on the Chilean side of the Andes, which is 13,000 feet above the sea. The dangerous descent of Cordillera Mandoza was safely negotiated, and the daring tourist arrived at the sea coast of Chile without mishap.

COL. JOHN JACOB ASTOR has purchased through E. Lillie, the American representative, a 40-52-hp. Mors touring car. He will take delivery next April at Cherbourg for a tour in Europe.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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Some Speed Comparisons

THE human mind is slow to grasp the exact meaning of extreme speed, to comprehend the value of certain arbitrary symbols, familiar in themselves, but clothed with new and credulity-taxing import. Therefore the marvelous achievements of men and machines on the meager strip of Florida beach are as yet only dimly comprehended. The bald statement that a man drove a mile in 32 4-5 seconds is halting and lame. Only by dwelling on the matter, dissecting it and comparing it with other performances, is it possible to conceive the tremendous import of the statement.

When Henry L. Bowden covered the measured mile on the Ormond-Daytona beach in thirty-two and four-fifth seconds he drove his 120-hp. car through space at the rate of 109.8 miles per hour; that is to say, he devoured distance at the rate of 160½ feet per second. When Arthur C. MacDonald marked up his records of five miles in three minutes and seventeen seconds and ten miles in six minutes and fifteen seconds he was flying over ground at the rate of a mile in thirty-nine and a half and thirty-seven and a half seconds, respectively, and keeping it up without a falter. Even more remarkable, by reason of the sustained

AUTOMOBILE TOPICS

effort required, were the fifty and one hundred mile records of Fletcher, viz., thirty-eight minutes and fifty-one seconds and one hour, eighteen minutes and twenty-four seconds, the latter including no less than seven turns.

No one of these four feats has ever been equaled, scarcely ever approached. At last we of the motor world have succeeded in eclipsing all authenticated achievements of man, beast, bird or fish, as well as those of mechanical devices of every kind. And we have only just commenced the buffeting of Father Time!

The fastest burst of speed claimed for the speediest of railroad trains does not surpass the Bowden record. Yet contrast the two: One is made over a measured course, clocked by six chronometers automatically started and stopped and agreeing within one-tenth of a second—an absolutely accurate performance; the other, over a course guessed at as mile stones are passed and watches are snapped, and with the almost certainty of error, however small, entering into the calculation. Yet a short burst of speed like this is the weakest point of the gasoline automobile and the strongest of the steam locomotive.

If we turn to the longer distances all rivalry pales into insignificance. Every little while we read of fast runs by railroad trains of sixty to seventy miles an hour. They are rightly deemed marvelous. No schedule is ever framed on such a basis, and no train in the world ever exceeds a mile a minute except in the effort to make up time. And this with a smooth, level course, without turn or obstruction. Compare this with the time of Fletcher on Monday, i. e., one hundred miles in seventy-eight minutes and twenty-four seconds, with seven stops, turns and starts included, or with his fifty miles in thirty-eight minutes and fifty-one seconds!

It is small wonder that we plume ourselves on the week's work in Florida, and look forward with undisguised eagerness to the next bout with the scythe bearer.

AKIN to "monkeying" with a buzz-saw is the gentle game of smuggling with automobiles, as played in Paris. Any attempt to smuggle goods on which octroi is payable involves the confiscation of the offending car and its dedication to the benefit of the Administration. This penalty was recently enforced against a couple of automobile smugglers who were surreptitiously endeavoring to convey a supply of olive oil duty free into the French capital. In some manner suspicion was aroused, and on examining the tanks, they were found to be filled with olive oil instead of gasoline.

No one can resist the automobile indefinitely. Sooner or later it casts its spell and adds one more victim to the lengthening list. "Uncle Joe" Cannon has succumbed and now drives what is described as a "stylish electric car built for two." That is the number it held, too, the second being a "handsome lady," who was not the Speaker's daughter. It is quite evident that, stanch believer in retrenchment as the Speaker is, there is one direction in which he makes an exception.



For a number of weeks past the Rubber Goods Mfg. Co. has been contemplating the establishment of a large plant in Detroit, to be devoted to the manufacture of automobile tires and other rubber goods. The matter has come to a head, as a result of a visit to Detroit by President Charles H. Dale, of the company, and members of the Detroit Board of Commerce have been assured that the proposed step has been definitely decided upon.

Options on three sites on the Detroit river front have been obtained, and one will be purchased at once and the erection of a modern plant begun. The company will manufacture tires, rubber belting, hose, steam packing, molded rubber goods and other products. Detroit's recognized position as a center of the automobile industry, with its consequent heavy purchases of rubber goods, is said to have helped to determine the selection.

It is understood that as a part of the plan a plant is to be moved to Detroit that has an established trade of over \$2,000,000 a year and will bring 150 expert employees. It is the intention also to establish in Windsor a similar plant to manufacture goods for the Canadian market.

To cover the ever-growing automobile field drafts on other industries are constantly being made. One of these incursions has resulted in the entrance into the trade of Frank A. Sanford, who will open a salesroom in this city in order to represent the Kirk Mfg. Co., of Toledo, O. Mr. Sanford was formerly in the piano business in Brooklyn and the demand for good men has induced him to make the change of vocation noted. He will handle the Yale line of cars in



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Is best shown by its ability to climb hills. At the hill-climbing contest at Eagle Rock, N. J., last November, in event 10, the \$300 PRESCOTT was but 2-5 seconds behind an \$8,000 French car, and was 10-5 seconds ahead of a \$2,500 car.

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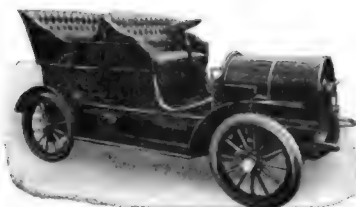
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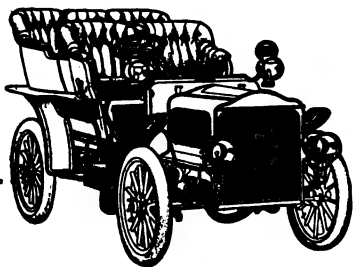
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1 Kilometer . . . 32 4-5 seconds

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First in One Mile Race

First in One Kilometer Race

WHITE SEWING MACHINE COMPANY
CLEVELAND, OHIO

New York, and it is understood that a good-sized order went to bind the bargain. No location has yet been decided upon, but several places are under consideration and a decision will be reached within a few days.

No better opportunity to test the merit of a suspension device like the Trufault-Hartford could possibly have been afforded than at the Florida speed contests. Consequently, the Hartford Suspension Co. are congratulating themselves on the splendid work of the three cars fitted with the device—Fletcher's De Dietrich, E. R. Thomas' Mercedes and Sartori's Fiat. The winner of the Vanderbilt trophy, Fletcher, who also annexed the world's 100 and 50-mile records, is particularly hearty in his praise of the working of the device. The inequalities of the beach, which has been such a detriment to continued high speed this year, did not inconvenience him in the least, as the suspension applied to his car took up every portion of the jar.

No small amount of jubilation is being indulged in by the Olds Motor Works over the crossing of the Andes Mountains in an Olds light tonneau car, news of which was conveyed in a cable-gram last week. The successful voyager, Ramon Campano, is the head of the firm of Ramon Camano, of Buenos Ayres, who have represented the Olds Motor Works in the capital of Argentina since 1902.

THE FISK RUBBER COMPANY has added to its list of officers two vice-presidents. E. H. Broadwell, manager of the Detroit branch, and Frank C. Riggs, manager of the Chicago depot, have been elected first and second vice-presidents, respectively. Both men are well known in the trade, and their promotion has been well earned.

Mention "Automobile Topics" when writing



ANNOUNCEMENT is made that the opening night (Washington's Birthday eve) of the first National Motor Boat Exhibition, to be given this year in Madison Square Garden, New York City, in conjunction with the Sportsman's Show, will be made more interesting by the attendance of prominent naval officials, and of commodores of the leading yacht clubs. Others prominent in water sports have accepted invitations to act as patrons on the opening night, and in their honor the Garden will be gaily decorated with yacht club pennants, which are being received from clubs from all over the country. At the exhibition this year, which opens February 21, certain nights will be assigned to the yacht clubs, and from distant points members have arranged to visit New York on special cars, so that as a result the whole affair should be the greatest gathering of yachtsmen that has been known in some years.

At the Garden, in connection with the National Motor Boat Exhibition and Sportsman's Show, will be shown the very latest things in motor boats. The largest lagoon ever arranged under one roof will be placed in the center of the Garden, where the boats will be shown. More than 800,000 gallons of water will be used, and the course will be twelve laps to the mile, with an island in the center. Of course, the usual interesting sports of the Sportsman's Show, including swimming, canoeing and tub racing, will be in evidence, and the two weeks' affair will have greater attraction than ever. The entire show will be under the management of Capt. J. A. H. Dressel, who has handled the Sportsman's Show for the past ten years.



Hand Book of Gasoline Automobiles Issued for the Information of the Public who are interested in their Manufacture, Sale and Use

THIS NEW EDITION of this handsomely bound and artistically printed book, containing illustrations of about 125 gasoline cars, will be ready for mailing about February 1, 1905. The products of the principal manufacturers throughout the United States of America and the Importers of gasoline machines are shown by illustrations and specifications. These specifications form a series of the leading questions that arise in the mind of the purchaser, with the answers thereto in red ink. The questions being uniform, the ease of comparison is obvious and the purchaser is enabled to select the machines which are best suited to the service required, to his personal taste, or the means at his command. The 1904 edition is now out of print.

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BYRACUSE, 453 So. Clinton St.
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KANSAS CITY, 1330 Main St.
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Ave.
DENVER, 1534 Glenarm St.
SAN FRANCISCO, 114 Second
St.
LOS ANGELES, 1034 So. Main
St.
MONTREAL, CANADA.
LONDON, ENGLAND.

Coming Events

At Home

Feb. 8.—First annual Cuban Automobile
and Floral Carnival.

Show Dates

Chicago Automobile Show, February 4
to 11.

Detroit Automobile Show, February 13
to 18.

Cleveland Automobile Show, Feb. 20 to 25.
Boston Automobile Show, March 14 to 18.

Boston Importers' Salon, March 13 to 18.

Washington Automobile Show, March
27 to April 5.

Toronto Automobile Show, February 27 to
March 4.

National Motor Boat and Sportsman's
Show, February 21 to March 9.

Abroad

January 27 to February 9.—Crystal Palace
Automobile Exhibition.

February 4-19.—Berlin Automobile Salon.
February 10-18.—Olympia Automobile Ex-
hibition.

March 15.—Copenhagen Automobile Ex-
hibition.

March 18-25.—Agricultural Hall Exhi-
bition.

March 10.—Tour de France.

April 2-16.—Monaco Meeting.

April 14-23.—Nice A. C. Meeting

April (late).—Mediterranean Cup Race.

June (early).—Kiel fortnight.

July 15.—Motor Boat Contest from Calais
to London.

July (late).—Ostend Week: Motor Boat
Races.

August 6-8.—Paris-to-the-Sea.

August 10.—Gaston Menier Cup Race,
Trouville.

August 11.—Drexel Trophy Race, Trou-
ville.

August 20.—British International Cup
Race.

September 9-11.—Probable date of Lucerne
Regatta.

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1/4 in. pipe and metric threads, \$1.50.
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STRIKING, ORIGINAL PHOTOGRAPHS
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No fear of Snow, Mud, Ice or Sand if you have our
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Outshows section of
Grip which comes in
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being a smooth,
close, round chain.

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Place your orders now to insure
delivery. Lacoste Commu-
tators, Electric Cable. Every-
thing for electric ignition.

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140 W. 38th st. New York

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Yankee Quick Chain Repairer
Price, 75c.
Easy to put a new link in
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We manufacture the celebrated Yankee Mica Spark Plug
Compression End, \$1.50 each. Open End, \$1.00 each.
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STOP your generator troubles and make the lighting
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Reason for selling, want heavy touring car.
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UNITED STATES AGENCY MICHELIN TIRE COMPANY

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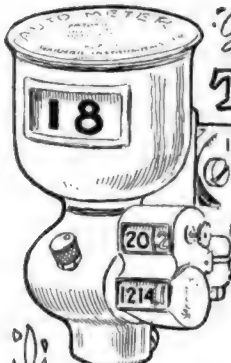
SPEED TABLE

USEFUL FOR AUTO RACES

The fraction of the second is always reckoned at the $\frac{1}{2}$ above the actual fraction.
The fraction of the foot is reckoned at the nearest $\frac{1}{4}$.

8 miles per hour equals			Per Mile.	Per Second.	58 miles per hour equals			Per Mile.	Per Second.
15	"	"	7 m. 30 s.	11 $\frac{1}{4}$ ft.	59	"	"	1 m. 2 $\frac{1}{4}$ s.	84 $\frac{1}{4}$ ft.
16	"	"	4 m.	22 ft.	60	"	"	1 m. 1 $\frac{1}{2}$ s.	86 $\frac{1}{4}$ ft.
17	"	"	3 m. 45 s.	23 $\frac{1}{2}$ ft.	61	"	"	1 m.	88 ft.
18	"	"	3 m. 31 $\frac{1}{2}$ s.	25 ft.	62	"	"	59 s.	89 $\frac{1}{2}$ ft.
19	"	"	3 m. 20 s.	26 $\frac{1}{2}$ ft.	63	"	"	58 $\frac{1}{2}$ s.	90 $\frac{1}{2}$ ft.
20	"	"	3 m. 9 $\frac{1}{2}$ s.	28 ft.	64	"	"	57 $\frac{1}{2}$ s.	92 $\frac{1}{2}$ ft.
21	"	"	3 m.	29 $\frac{1}{2}$ ft.	65	"	"	56 $\frac{1}{2}$ s.	94 ft.
22	"	"	2 m. 51 $\frac{1}{2}$ s.	31 ft.	66	"	"	55 $\frac{1}{2}$ s.	95 $\frac{1}{4}$ ft.
23	"	"	2 m. 43 $\frac{1}{2}$ s.	32 $\frac{1}{4}$ ft.	67	"	"	54 $\frac{1}{2}$ s.	96 $\frac{1}{4}$ ft.
24	"	"	2 m. 36 $\frac{1}{2}$ s.	33 $\frac{1}{4}$ ft.	68	"	"	53 $\frac{1}{2}$ s.	98 $\frac{1}{4}$ ft.
25	"	"	2 m. 30 s.	35 $\frac{1}{4}$ ft.	69	"	"	53 s.	99 $\frac{1}{2}$ ft.
26	"	"	2 m. 24 s.	36 $\frac{1}{4}$ ft.	70	"	"	52 $\frac{1}{2}$ s.	101 $\frac{1}{4}$ ft.
27	"	"	2 m. 18 $\frac{1}{2}$ s.	38 $\frac{1}{4}$ ft.	71	"	"	51 $\frac{1}{2}$ s.	103 ft.
28	"	"	2 m. 13 $\frac{1}{2}$ s.	39 $\frac{1}{4}$ ft.	72	"	"	50 $\frac{1}{2}$ s.	104 $\frac{1}{2}$ ft.
29	"	"	2 m. 8 $\frac{1}{2}$ s.	41 ft.	73	"	"	50 s.	106 $\frac{1}{2}$ ft.
30	"	"	2 m. 4 $\frac{1}{2}$ s.	42 $\frac{1}{2}$ ft.	74	"	"	49 $\frac{1}{2}$ s.	108 $\frac{1}{2}$ ft.
31	"	"	2 m.	44 ft.	75	"	"	48 $\frac{1}{2}$ s.	108 $\frac{1}{2}$ ft.
32	"	"	1 m. 56 $\frac{1}{2}$ s.	45 $\frac{1}{2}$ ft.	76	"	"	48 s.	110 ft.
33	"	"	1 m. 52 $\frac{1}{2}$ s.	46 $\frac{1}{4}$ ft.	77	"	"	47 $\frac{1}{2}$ s.	111 $\frac{1}{2}$ ft.
34	"	"	1 m. 49 $\frac{1}{2}$ s.	48 $\frac{1}{2}$ ft.	78	"	"	47 s.	112 $\frac{1}{2}$ ft.
35	"	"	1 m. 45 $\frac{1}{2}$ s.	50 ft.	79	"	"	46 $\frac{1}{2}$ s.	114 $\frac{1}{4}$ ft.
36	"	"	1 m. 42 $\frac{1}{2}$ s.	51 $\frac{1}{4}$ ft.	80	"	"	45 $\frac{1}{2}$ s.	115 $\frac{1}{4}$ ft.
37	"	"	1 m. 40 s.	52 $\frac{1}{4}$ ft.	81	"	"	45 s.	117 $\frac{1}{4}$ ft.
38	"	"	1 m. 37 $\frac{1}{2}$ s.	54 ft.	82	"	"	44 $\frac{1}{2}$ s.	119 ft.
39	"	"	1 m. 34 $\frac{1}{2}$ s.	55 $\frac{1}{4}$ ft.	83	"	"	43 $\frac{1}{2}$ s.	120 $\frac{1}{2}$ ft.
40	"	"	1 m. 32 $\frac{1}{2}$ s.	57 $\frac{1}{4}$ ft.	84	"	"	43 s.	121 $\frac{1}{2}$ ft.
41	"	"	1 m. 30 s.	58 $\frac{1}{2}$ ft.	85	"	"	42 $\frac{1}{2}$ s.	123 $\frac{1}{2}$ ft.
42	"	"	1 m. 27 $\frac{1}{2}$ s.	60 $\frac{1}{4}$ ft.	86	"	"	42 s.	124 $\frac{1}{2}$ ft.
43	"	"	1 m. 25 $\frac{1}{2}$ s.	61 $\frac{1}{2}$ ft.	87	"	"	41 $\frac{1}{2}$ s.	126 $\frac{1}{4}$ ft.
44	"	"	1 m. 23 $\frac{1}{2}$ s.	63 $\frac{1}{4}$ ft.	88	"	"	41 s.	127 $\frac{1}{2}$ ft.
45	"	"	1 m. 21 $\frac{1}{2}$ s.	64 $\frac{1}{2}$ ft.	89	"	"	41 s.	128 $\frac{1}{2}$ ft.
46	"	"	1 m. 20 s.	66 ft.	90	"	"	40 $\frac{1}{2}$ s.	130 $\frac{1}{4}$ ft.
47	"	"	1 m. 18 $\frac{1}{2}$ s.	67 $\frac{1}{2}$ ft.	91	"	"	40 s.	132 ft.
48	"	"	1 m. 16 $\frac{1}{2}$ s.	69 ft.	92	"	"	39 $\frac{1}{2}$ s.	133 $\frac{1}{2}$ ft.
49	"	"	1 m. 15 s.	70 $\frac{1}{2}$ ft.	93	"	"	39 $\frac{1}{2}$ s.	134 $\frac{1}{2}$ ft.
50	"	"	1 m. 13 $\frac{1}{2}$ s.	71 $\frac{1}{4}$ ft.	94	"	"	38 $\frac{1}{2}$ s.	136 ft.
51	"	"	1 m. 12 s.	73 $\frac{1}{4}$ ft.	95	"	"	38 s.	137 $\frac{1}{2}$ ft.
52	"	"	1 m. 10 $\frac{1}{2}$ s.	74 $\frac{1}{4}$ ft.	96	"	"	38 s.	139 ft.
53	"	"	1 m. 9 $\frac{1}{2}$ s.	76 $\frac{1}{4}$ ft.	97	"	"	37 $\frac{1}{2}$ s.	140 $\frac{1}{2}$ ft.
54	"	"	1 m. 7 $\frac{1}{2}$ s.	78 ft.	98	"	"	37 $\frac{1}{2}$ s.	142 ft.
55	"	"	1 m. 6 $\frac{1}{2}$ s.	79 $\frac{1}{4}$ ft.	99	"	"	36 $\frac{1}{2}$ s.	143 $\frac{1}{2}$ ft.
56	"	"	1 m. 5 $\frac{1}{2}$ s.	81 ft.	100	"	"	36 $\frac{1}{2}$ s.	145 ft.
57	"	"	1 m. 4 $\frac{1}{2}$ s.	82 $\frac{1}{4}$ ft.				36 s.	146 $\frac{1}{2}$ ft.
58	"	"	1 m. 3 $\frac{1}{2}$ s.	83 $\frac{1}{2}$ ft.					

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IF you want to know how many miles per hour you are traveling

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The Auto-Meter is a combination, in one compact instrument, of our patent speed indicator and an odometer, having both a trip and a season register.

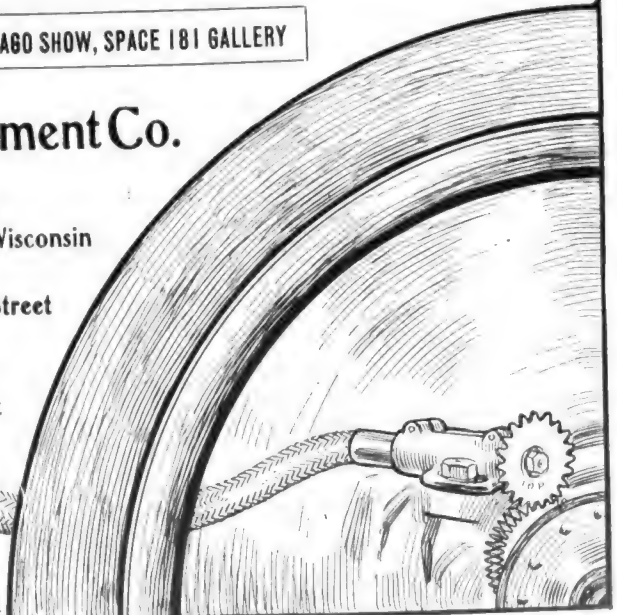
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A Battery that has been time-tested and tried. Noted for its long life. Is steady, durable and reliable. The only Battery in America made with as high amperage and voltage.

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Cleveland

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OF EVERY DESCRIPTION

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FUR GOODS at greatly reduced prices.

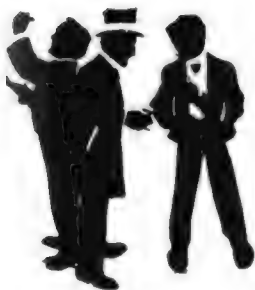
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THE STANDARD OF QUALITY

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EVERY automobilist is interested in Speed matters—therefore every automobilist should read the "Speedometer"—a little bulletin on the subject.—Write for a copy.—Sent Free.

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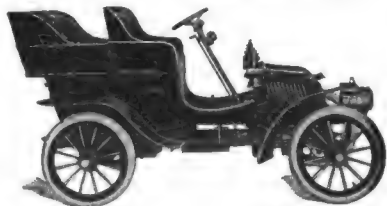
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QWhy not write us, and let us submit your designs.

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\$800 CRESTMOBILE \$800

Best Car Built. Immediate Delivery.



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Motor Boat and Sportsman's Show
Madison Square Garden
NEW YORK CITY
FEBRUARY 21st to MARCH 9th, 1905

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The product of one of the leading manufacturers of Motor Cars, whose reputation is a guarantee of excellence.

*Positive Lubrication, Ample Road Clearance,
Absolute Protection from Mud and Dust,
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Truffault Suspension*

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Absolutely Automatic Carburetor, controlling not only air but also gasoline, giving perfect mixture at all speeds

Two Independent Systems of Ignition. Make and break with gear driven, low tension magneto and jump spark through coil and plugs from storage battery. Either system may be used by moving switch on dash, avoiding necessity of stops on the road for ignition adjustments.

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American Peugeot Automobile Co.

PASSAIC, N. J.

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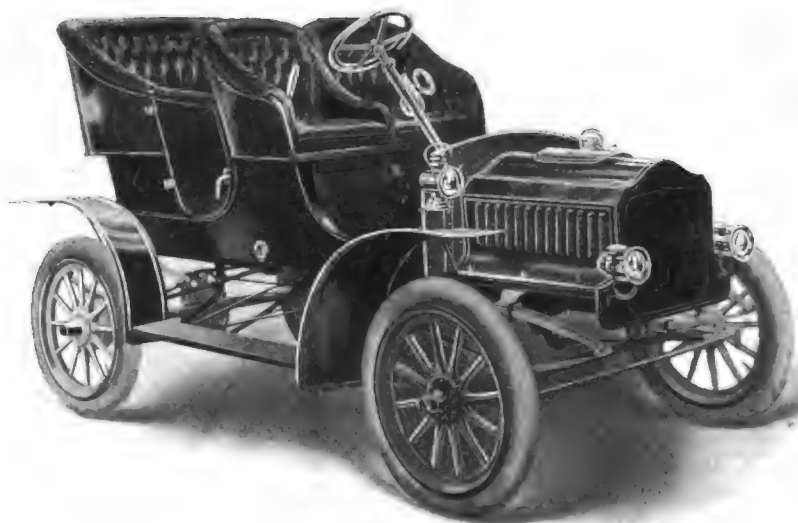
**THE AUTOMOBILE EXCHANGE
AND STORAGE CO.**

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Richard
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 Tread—Standard wagon.
 Wheels—30 inches.
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Capacity Gasolene Tank—9 gallons.
 Capacity Oil Reservoir—3 pints.
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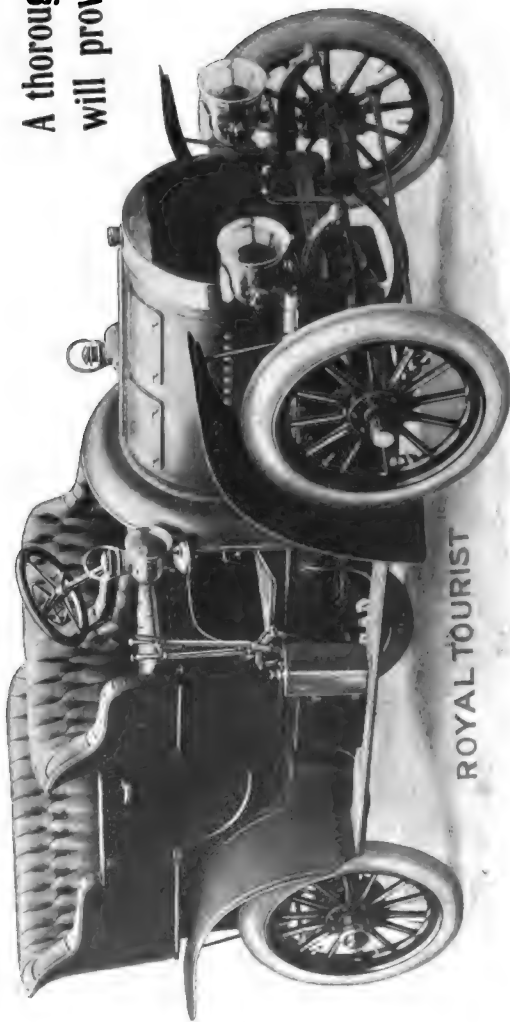
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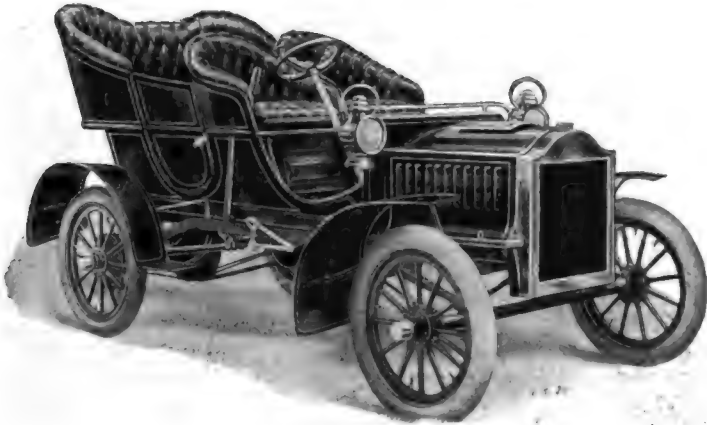
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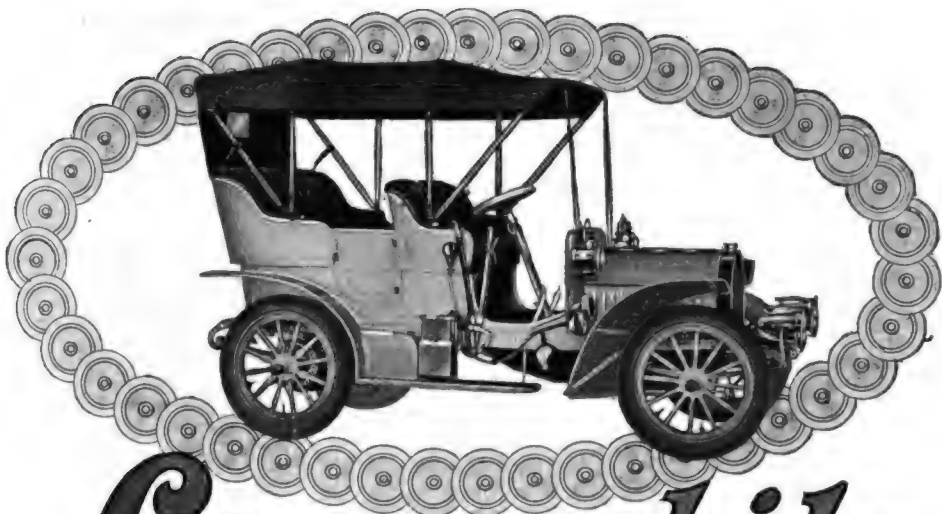
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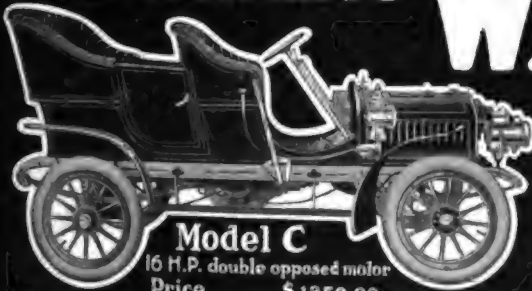
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Ormond, Fla., Jan'y. 30th, 1905.

W. J. Morgan,
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Palm Beach, Fla.

The hundred mile race on Ormond Beach to-day resulted, as follows: Fletcher driving the Detrich won in one hour eighteen minutes and twenty four seconds. M. C. Bernin driving a Renault for W. Gould Brokaw, second in one hour twenty-one minutes, thirty-eight and one-half seconds. Sartori driving a Fiat third in one hour, twenty-one minutes, forty-four and one-fifth seconds. A grand Race. E. R. Thomas won Brokaw Trophy. Five miles three minutes thirty-one and one-fifth seconds, which is world's record. Sartori won the Ormond handicap five miles in three minutes fifty-seven seconds.

~~All used Continental Tires.~~ Anderson & Price.

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Won by H. W. FLETCHER on an 80 h. p. De Dietrich car in 1h. 18m. 24s. The first four cars in this race had CONTINENTAL TIRES.

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Won by E. R. THOMAS on 90 h. p. Mercedes in 6m. 31½s.

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Won by E. R. THOMAS on 90 h. p. Mercedes in 3m. 31½s. First and third winners had CONTINENTAL TIRES.

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Won by PAUL SARTORI on 90 h. p. F. L. A. T., with CONTINENTAL TIRES.

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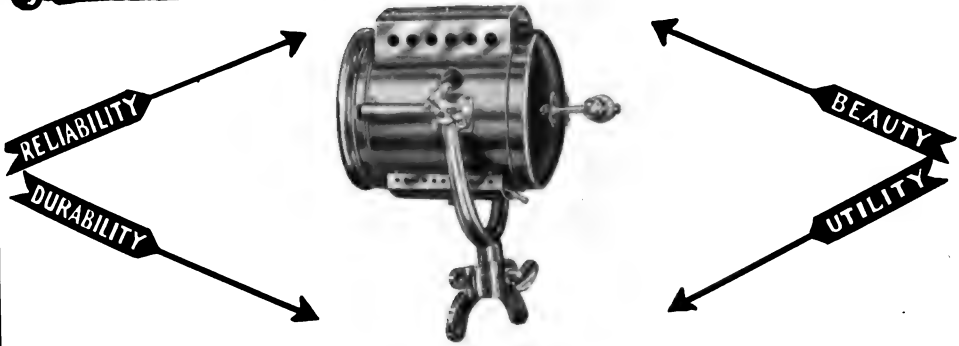
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AT THE

ORMOND-DAYTONA RACES

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Chas. Soules, in Pope-Toledo, fitted with G & J Thread Fabric Tires, won the 5-mile race for stock cars, \$2,751.00-\$4,000.00, time 5:13½; 5-mile race for stock cars, \$4,001.00-\$6,000.00, time 5:17½; and 10-mile race for stock cars, \$2,751.00-\$4,000.00, time 10:35½.

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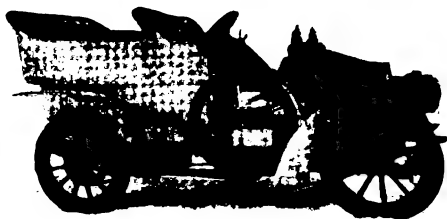
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H. L. BOWDEN AND CHARLES BASLE IN 120 HP. EIGHT-CYLINDER, MERCEDES. ONE MILE, $32\frac{1}{5}$

WINS THE BROKAW TROPHY

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Winners of
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Automobile Topics

Illustrated

VOL. IX.

FEBRUARY 11, 1905.

NO. 18

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GENERAL VIEW OF COLISEUM, CHICAGO

Automobile Topics

Illustrated.

VOL. IX.

FEBRUARY 11, 1905.

NO. 18



HAS it ever occurred to you what a predicament some excellent men would find themselves in should they want to appeal from the decision of a race-meet referee when that referee is the chairman of the racing board of the governing body? In this country no court of local jurisdiction, such as a board of race-meet officials certainly constitute, is final. The prerogative

of appeal to a higher tribunal is one of the fundamental characteristics of republican institutions. Race-meet officials acting in the heat of battle locally are far from being infallible. There should be some way of appealing from their acts. The Racing Board of the American Automobile Association is the natural court of appeal for promoters and contestants. It should not become a prejudiced court by having its presiding justice sit in judgment upon a protest of his own actions.

AUTOMOBILE TOPICS

Is it not undignified, however it may be brought about, for the American Automobile Association to take a part in the rivalries of promoters and become itself a race-meet manager, by having all its principal executives step in and officiate at functions which they did not originate or promote? The A. A. A. is the court of last recourse for promoters. It should not be involved in their bickerings. Will President Lee consider these things?

"BIRDS mit one feather flock mit themselves," said the Deutscher, as he contemplated the doings at Daytona, Seabreeze and in the cafes along the Ormond-Daytona beach. There were a number of this species of birds on hand to be studied—and their one feather was not in their caps, either.

THE Seabreeze Automobile Association was formed under two hats one cold night in Florida, the object being to permit of a newspaper story being written which would through inuendo cast ridicule upon the new Ormond Racing Association by making it appear that unimportant organizations were springing up everywhere. Perspective affords a great lens for magnifying the ridiculous. As the perspective increases let us watch the perspective.

HERBERT L. BOWDEN has voiced the eminently proper idea in saying that the contestants should select their course on the Florida beach. With men of sense in charge this will be done. It is practicable. Let it be so!

MESSRS. ANDERSON AND PRICE, of the Ormond Hotel, Florida, certainly had their troubles trying to accommodate the crowd during the races on the beach. Not everyone could have the best room in the house, and some found themselves literally "out in the cold"; yet there is something hypnotic about these two bonifaces. Everyone of their guests received so much personal attention that somehow they felt as if they were the paramount objects of solicitude to the managers and were being "played favorites." Even those who complained for a while, melted beneath the obvious good intentions of their hosts, and the rare geniality of these two "champion hotel-keepers" and became enthusiastic admirers of them and their works.

ON a recent fine Sunday three hundred automobiles were carried by ferry-boats across the East River between New York and Long Island City. Each one was hauled on and off the boats by boys with horses, as the new rule against using the power of the cars on board was strictly enforced. The minimum charge for the work was \$1.16—the 16 cents being the ferriage charge—although discretion was used and owners were charged all they seemed likely to stand, \$2 and \$3 being no unusual fee. Now, if the Long Island Railroad would handle this business a great increase in receipts would result. Perhaps the company's revenues would jump sufficiently to wipe out the existing deficit. In that case, the threatened increase in passenger rates might not be made.

AUTOMOBILE TOPICS

DOWN Philadelphia way, where one would least expect anything so completely up-to-the-minute, a motorist has devised a plan for "keeping tabs" on his chauffeur. Having been troubled by the latter's fondness for "hitting it up" on the slightest provocation, or no provocation at all, he consulted a friend who is an electrician, and agreed with him on a scheme to fool the chauffeur. He put a switch in and wired it up in such a manner that he could cut the batteries out whenever he desired. The first time he tried it on the chauffeur that worthy was both astonished and puzzled. He "tumbled," however, and there was no further trouble. There's more than a hint in this for motorists troubled with obstreperous chauffeurs.

ONCE more the automobile is in the prisoner's box. It is accused of having lessened the demand for sleighs. When persons have automobiles why should they invest in sleighs? Why, indeed?

PALM BEACH is only a few hours south of Ormond, but the rise in the temperature was out of all proportion to the difference in the longitude. It was as if the intrepid motorists had jumped from the Arctic regions to the tropical regions, and the revelling in the latter indulged in is faintly depicted by the bathing and other scenes reproduced in this issue. The poignant regret of some of the enthusiasts at being compelled to tear themselves away from the languorous delights of the balmy Southland was touching to behold.

It is rather a neat bit of irony that saddles on Germany the onus of bringing out the cheapest four-cylinder car in the world, the price of which is to be under \$500. The Fatherland can claim that it produces one of the highest-priced—if not the very highest—cars, and if she is to make the cheapest, too, the "made in Germany" stamp will soon be all-embracing. At the same time, we may be pardoned for feeling somewhat incredulous regarding the newest German product.

A NOVEL plan for securing funds for the construction of improved roads has been proposed in Pennsylvania. The city government of Scranton has interested itself in securing the passage through the Legislature of a bill imposing a tax of five cents per ton on coal. It is thought that this will provide a revenue in that county alone of \$750,000 annually, one-fifth of which it is proposed to give to the road fund of the State.

It is a mistake to laugh at serious matters. They may seem to be jokes, but they have an unpleasant habit of suddenly becoming sober earnest. A case in point is the Saxe bill, now before the New York State Legislature. Already it has been favorably reported by a Senate committee, and the Lord knows how much farther it will get. It was high time for the automobile bodies of this State to bestir themselves. They have some lost time to make up.

Elliott C. Lee to Lead the A. A. A.

A NEW Richmond is in the field to lead the army of the American Automobile Association, and for a time now all interest will center on the personality and conduct of Elliott C. Lee, of Boston.

On Monday last the Board of Directors of the A. A. A. met in New York and elected Mr. Lee president, to succeed Harlan W. Whipple, who resigned because of his health being unequal to the exactions of the office. The new president entered upon his duties at once, and thus the organization has again a leader, though it can hardly be said to have escaped the lee shore toward which it appeared to be drifting a week before.

The new president is something of the A. R. Shattuck type of a man. He has not the democracy of Mr. Whipple, but still is one who makes friends. He is president of the Massachusetts Automobile Club and also of the Massachusetts State Automobile Association. Mr. Lee is an active and enthusiastic automobilist, with the time and means to serve the A. A. A. as its president. As a member of one of Boston's oldest families, a gentleman of polish and tact, he brings dignity to the office.

It is known that W. K. Vanderbilt, Jr., and William Wallace now have consented to continue on the Racing Board.

The resignation of Mr. Temple as chairman of the Racing Board was also presented at the meeting, but was tabled. It is understood that Mr. Temple, although desirous of being relieved of the somewhat onerous duties as chairman of the Racing Board, will be willing to serve in that capacity for a short time until Mr. Lee, acting with the Racing Board and with Messrs. Pardington and Butler, as advisors, may be able to select a successor.

Havana Racing Tourney

QUITE a representative little company of automobilists sailed from Miami, Fla., for Havana, Cuba, last Sunday, and some fairly fine sport may be expected to be reported when the returns are completed next week. It is not to be expected, of course, that the initial tournament there will be a great event, but the Havana enthusiasts had made excellent preparations, and several speedy cars were shipped from Ormond to the scene and some swift action is assured.

Nine cars were shipped from Ormond and four splendid entries were assured when the Martinique sailed from Miami last Sunday, carrying something more than her quota of passengers.

They Go, But Will Return

HENRY FOURNIER and F. H. Gotz sailed on Thursday for Europe. Both intend to return ere long to establish agencies here, Fournier for the Hotchkiss cars and Mr. Gotz for the Gobron-Brillie.

Sir Thomas Dewar sailed for Genoa on the Deutschland. He, too, will be back when the racers scoot again over the sands of Ormond Beach.

Wholesale Protests Against Shelving Bennett Race

EVERY sign points to the utter collapse of the pet scheme of the Automobile Club of France to run the 1905 Bennett Cup race as the tail to the kite of a new contest, pretentiously termed the "Grand Prix." At first the effrontery of the proposal took one's breath away, and it looked as if the French club would succeed in imposing its will upon its fellow associations.

The storm has burst, however, and unless the Gallic club evinces almost incredible obstinacy it will probably recede from its position. First, the English club adopted resolutions protesting against the change. This week the Automobile Club of America cabled a similar objection, and now word comes that the German club has taken the most drastic action of all. It has resolved, and written formally to the French club, that if this is the case—i. e., if it is really proposed to run the two races together—it "shall be obliged to withdraw" from the Bennett race, for which it has formally entered.

This means, of course, that if the French club persists in its high-handed methods it will be left to itself.

Vanderbilt Race Preparations

THE Vanderbilt Cup race was discussed at the meeting of the A. A. A. directors last Monday, and the work in connection with this event has been begun. This work will go on uninterrupted during the next few months and, with the co-operation of Mr. Pardington, who had the entire affair in charge last year, and of Mr. Butler, who acts as correspondent with the various foreign clubs, the success of the event is assured.

Entries for the Vanderbilt Cup race will close March 15. The rules provide that "subsequent to 1904" the entries shall close on that date, and all challenges must be in hand then. As hereafter no country will be permitted to enter more than six cars, the probabilities are that elimination trials will be necessary. To an AUTOMOBILE TOPICS representative, on Monday, A. R. Pardington stated that he expected this, and preparations are being made accordingly.

Faster Cars for Vanderbilt and Others

AUTOMOBILE racing is waxing strong as a sport. The fever is in the air. William K. Vanderbilt, Jr., sailed for Europe on Tuesday, and it is said that one of the objects of his visit is to select a racer to "beat 'em all." Mr. Vanderbilt has a Fiat and a Hotchkiss waiting for him abroad and he will have a conference with the Panhard people on the subject of a racer.

Messrs. H. L. Bowden, S. B. Stevens, William Wallace and Alfred G. Vanderbilt also have declared their intentions to have faster racing cars before the end of the year.

Meantime, the American makers are not idle, and several racers are known to be in process of construction, concerning which great secrecy is being preserved.

Saxe Bill Is Favorably Reported

A WAKENING rather tardily to the seriousness of the Saxe Automobile bill, the organizations of this city and State have started to fight it vigorously and at every possible point. The bill, which provides imprisonment as well as fines for all violations of the speed law, and which was regarded as something of a joke, was reported favorably by the Senate Committee on Internal Affairs on Tuesday. This was the first intimation that it was taken seriously at Albany.

The three organizations that are bestirring themselves are the New York State Automobile Association, through Judge W. H. Hotchkiss, of Buffalo; the National Association of Automobile Manufacturers, through its counsel, Charles T. Terry, and the Automobile Club of America, through its counsel, W. W. Niles. Separately and in concert they are working. The State Association is having its members write to Albany, protesting to the Senators and Representatives against the passage of the bill, and Secretary S. M. Butler, of the A. C. A., went to Albany on Wednesday to arrange for a full hearing on it. Efforts are also being made to have the Senate Committee reconsider its action in reporting the bill favorably, and to grant a hearing by the two Houses.

To an AUTOMOBILE TOPICS representative Mr. Terry said that last Winter, when the West End Association, of this city, which is back of the bill, urged a similar measure, it met with a decided rebuff, and the present law was passed. There is no reason why the legislators should now support it, and Mr. Terry does not believe they will when the matter is brought before them properly.

"The present law should not be changed," said Mr. Terry. "We shall 'stand pat' and strenuously oppose tinkering of any character, and I believe we can prevent it."

Ferry Relief Bill Passes Senate

THERE is every prospect that the ferry relief measure now before Congress will go through with flying colors. The measure, which is known as the Platt-Goulden bill, permits automobiles to be run on and off steam ferry-boats under their own power, and is designed to provide relief from the present almost intolerable condition of affairs, under which horses are required to haul them on the boats and the docks, causing delay, annoying to both motorists and ferry companies.

The bill passed the United States Senate by unanimous consent, on February 3, and it is now under consideration by the House Committee on Merchant Marine and Fisheries. A hearing was given by the latter last week, when W. W. Niles, representing the Automobile Club of America, spoke in support of the bill. It is expected that the committee will bring in a favorable report and that the House will pass it without demur.



Chicago Show Is Big and Successful

CHICAGO, February 6.—What is universally conceded to be by long odds the best exhibition ever held in this country, outside of New York, opened its doors in the familiar Coliseum Building on Saturday. It is a big show—bigger than the Madison Square Garden show, and more impressive, viewed from point of space alone. The huge building is crammed to the doors and to the roof with exhibits. As the aisles have been narrowed, and as some 9,000 people crowded into the building on Saturday alone, the crush that ensued was a memorable one; yet the crowd took it all good-naturedly, and wormed their way about foot by foot, inspecting what they could see and taking the rest for granted. While "city folks" predominated, there was present the advance guard of the out-of-towners, which usually does not sweep down until the beginning of the week. Strange to say, too, sales were made even on Saturday afternoon, and the business prospects of the show are already seen to be excellent.

By employing the second floor of the Annex this year, instead of using it for a restaurant, the show has been materially enlarged. There are some 8,000 square feet more of floor space than at Madison Square Garden, and this has proved a blessing to some exhibitors, as it has given them, if not as much room as they desired, at least more than they had at New York. As was the case at the latter place, the entire first floor—including the Annex—is given over to the showing of complete cars. The accessories and parts are confined to the balcony and the second floor of the Annex.

As a spectacle the show does not, even now, compare favorably with that held at Madison Square Garden. The decorations are of the familiar flag and bunting type, and are fairly effective, and in this respect do not suffer by comparison. But the building is angular and almost barnlike, and gives one the impression of being devoted strictly to the utilities. It is vast, perhaps even imposing. But the view from the balcony, where it can be obtained, is lacking in sweep and swing, and the spectators and stand attendants also lack somewhat in the latter quality. The band is vociferous enough, but it fails to fill the vast hall.

To a much greater extent than Madison Square Garden—with which comparison is inevitably made over and over again—the Coliseum exhibits are given over to the Chicago dealers. This causes it to have much of the appearance of a local show. Yet there are seen here nearly all the prominent New York exhibitors, and it seems as if the absentees are counterbalanced by the new exhibitors. Of those who showed at New York, most have made the most of the increased space given them, and are showing their complete line, which was not always possible at New York. At the same time, a considerable number of the exhibits are almost exactly the same as were staged at New York.

When the doors opened Saturday afternoon there was the usual air of incompleteness that seems to be inseparable from such exhibitions. There were a number of unfinished stands, and the usual hard-luck stories were told. The storms, which seem to have centered around Chicagog, entailed railroad delays, and "delayed in transit" stories were numerous. Nevertheless, the show was fairly complete by Saturday night, and at this writing there are few vacant spaces.

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As was anticipated, the number of cars shown here for the first time was smaller than in past years, due, without doubt, to the advanced condition of the industry. The most notable new car is the Woods four-cylinder gasoline machine, a radical departure for this old concern, which hitherto has confined itself entirely to the manufacture of electrics. The car is a distinctly good-looking one, and its design is thoroughly modern. The \$500 car has made its appearance, it being the Gale, sponsored by the Western Tool Works, Galesburg, Ill. It is a runabout, and is good value for the money. Other new cars shown are the Richmond, a four-cylinder, air-cooled car, made by the Wayne Works, Richmond, Ind.; the Mahoning, a 9½-hp. car, also air-cooled, with side-entrance tonneau, and listing



at \$950; the Moline, in two and four-cylinder form, 12 and 14 hp., priced at \$1,000 and \$1,600, respectively; the Hammer, four-cylinder, 24-hp., listing at \$2,500; and the Banker, a 24-hp., listing at \$2,500. The Fincher people show a chassis which is one of the most striking ever exhibited.

A round-up of the show reveals the following noteworthy or salient features of the exhibits:

The Electric Vehicle Company have 12 cars on exhibition and two chasses. The exhibit is very similar to that in New York, but owing to greater space they show practically a complete line. The special cars are a royal victoria of 40 hp.,

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and a 40-hp. limousine. A duplicate of these chasses, fitted with a landaulette body, is still to be installed. There are six electric vehicles in the exhibit, five pleasure vehicles and one 11,000-pound truck.

The Knox Automobile Company show a chassis of the runabout type and four finished cars.

The Studebaker Company exhibit two four-cylinder gasoline cars and one chassis. They also have six different models of electric vehicles.

The Chicago Motor Cycle Company have three cars of one, two and three cylinders, respectively. They are driven by the caloric engine, which operates with either gasoline or kerosene oil.



The Woods Motor Vehicle Company, of Chicago, have a large and splendid display of electric vehicles, which in body design are superb. They also have a distinct novelty for them, in a handsome four-cylinder gasoline car, which is fully up to their standard in body design. It has a pressed-steel frame, with sub frame for carrying the engine and transmission. The wheel base is 108 inches, and the springs are 44 inches by 2 inches front, and 48 inches by 2 inches rear. The four-cylinder vertical motor, placed in front, under a bonnet, has 5 x 5-inch cylinders, and develops 40 hp. The intake valves are mechanically operated, and are on the same side as the exhaust valves. Ignition is of the high-tension type,

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used in connection with a quadruple exit and a double set of storage batteries. A float-feed carburetor, operated automatically, is fitted. The transmission gives three speeds and a reverse, being of the sliding-gear type, the drive being direct on the high gear. Double roller chains transmit the power to the wheels.

Thos. B. Jeffrey & Co., in the "Court of Columns," as their booth has been dubbed, show five models, of which the surrey type 2 and the limousine are attracting most attention, as they did in New York. The Elmore car is shown in two styles, one an open touring car, the other being identical, except that it is equipped with an extension top. A working chassis is also shown, and this stylish little touring car is proving one of the greatest attractions of the show. E. R. Thomas Co., of Buffalo, have two cars complete and a chassis. One is the Thomas limousine, and the other is equipped with a full leather victoria top on the regular touring body.

The Maxwell Briscoe Company have two cars and a chassis. The cars are a runabout and a touring car, both of which were shown at New York. The Locomobile Company have five complete cars on the floor and a 15-20-hp. chassis. Their limousine cars are attracting fully as much attention in Chicago as they did in the East. The Peerless Company have on exhibition a 24-hp. chassis, a special limousine body, one of the regular open 24-hp. touring cars, a 35-hp. car, and the celebrated Green Dragon racer. Barney Oldfield is also in attendance.



NEW WOODS 4-CYLINDER, 40 HP. GASOLENE CAR

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The Model Gas Engine Company, of Auburn, Ind., show two cars of the two-cylinder opposed type, both with side entrance. These bodies are tilted at the back on hinges, to expose the machinery, which is mounted under the body of the car. One of these is of 16 hp., and the other 20. The Austin Company, of Grand Rapids, Mich., shows a four-cylinder chassis and a complete car, the power being 35 hp. The finished car is in white, and is an extremely handsome piece of work. The Ford Motor Works show four complete cars and the highly-finished chassis which attracted so much favorable attention in New York. The complete cars are of the regular type, and there has been added one very handsome delivery wagon, the body being mounted on the 10-hp. chassis which is so well known in the light touring car. The Reliance Company, of Detroit, have only one car on exhibition. T. L. Tincher, of Chicago, shows one of the handsomest chassis in the building. The car is of four cylinders, 60 hp., and has many new features. The Standard Wheel Company, of Indianapolis, shows the little Overland runabout, which has two upright cylinders mounted in front. The Franklin Company have seven cars installed, showing everything they build. The booth is very large, very attractive, and the company is well represented from the factory, Messrs. Benjamin, Krausz, Chapman, Thorpe and Winchester being here from Syracuse.

Entering the Annex, the sign of the Automobile Importing Company is first seen, a new Chicago concern, of which Paul Picard is manager. The company imports the Renault cars direct from France, and have all the territory west of



MAHONING SIDE ENTRANCE AIR COOLED CAR, 9½ H.P.

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NRW 40 HORSE POWER APPERSON ROAD RACER

Chicago under their charge. A chassis of the Renault is the only thing exhibited, but the booth in which it is installed is the gem of the show. F. B. Stearns Company show one of their new four-cylinder touring cars. The De Dietrich Company have four cars on exhibition, one of them being a very handsome limousine. The horse powers are 20, 30 and 40, and a 20-hp. car is used for demonstration purposes. The Hammer Company, of Detroit, show one very pretty little touring car with side entrance. The Acme Motor Car Company, of Reading, Pa., have four cars, a runabout, an open touring car, a limousine, and an enclosed canopy top car. Devlin & Co., the Chicago agents, have installed the exhibit. The Michigan Automobile Company, of Kalamazoo, Mich., show two cars, one with a side and the other with a rear entrance to the tonneau. They also have a chassis which shows a two-cylinder opposed motor, mounted beneath the body. Kimball, the Chicago carriage man, shows three very handsome bodies, mounted on chassis belonging to private owners. One is of the Berlin type, on a Columbia, a coupe limousine on a Peerless, and an enclosed canopy top on a Mercedes. The Ranier Company, of New York, show a large enclosed furniture truck, which they have built for the A. H. Revell Company, of Chicago.

The Stoddard Company, of Dayton, O., have two complete touring cars and a chassis. Pierce, of Racine, shows two tonneau cars; the Pungs-Finch Company, of Detroit, have one car and a chassis; the Wolverine Company, of Detroit, has one side-entrance tonneau, and the Marble-Swift Company, of Chicago, have one car showing their special friction drive. The Frayer-Miller Company, of Columbus, Ohio, exhibit a highly-finished chassis.

The Mahoning Motor Company, of Youngstown, Ohio, have a single-cylinder car with air-cooled motor, mounted under the body, of the touring-car type, with real surrey construction. The Banker is a Chicago product, and is built after designs of A. C. Banker. Only one car is shown. The Mitchell Motor Car Company, of Racine, shows two cars, one a runabout, the other an 18-20-hp. four-cylinder car.

Haynes-Apperson Company duplicate their New York exhibit, and have

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RICHMOND SIDE ENTRANCE TONNEAU

added a chassis of their light tonneau car, showing body unmounted. The line is causing a great deal of comment.

The Moline Automobile Company, of Moline, Ill., is exhibiting two cars, one a two-cylinder, 12-hp. car, and the other a four-cylinder, 18-hp. This latter is a shaft-driven car, while the former is chain-driven. The Cleveland Motor Car Company is exhibiting a complete car of 18 hp., four cylinders, with side-entrance tonneau and a chassis the duplicate of their New York exhibit. The Adams Company, of Dubuque, Iowa, exhibits an Adams-Farwell car, showing a coupe body, which is selling for \$2,500. The Union Automobile Company, of Union City, Indiana, is showing a side-entrance tonneau and a chassis with a double-opposed motor. They show the friction drive which has been described many times before. The C. H. Blomstrom Company, of Detroit, Mich., has two cars on view, one with a side entrance and the other a rear-entrance tonneau. The prices quoted on these cars are attracting a great many visitors.

The Premier Motor Company have three of their well-known air-cooled machines, a runabout and side and rear-entrance tonneaus. The Waltham Manufacturing Company are showing two Buckboards, one of their little tonneaus, one chassis of their new four-cylinder, air-cooled car, and two of the complete cars. The booth is in the north end of the building, and is most attractively arranged. The Welch Motor Company, of Pontiac, Mich., show an extremely handsome limousine and a chassis. The Reo Company is showing a runabout, a tonneau car with side entrance (having full expansion top), and a skeleton of a frame containing the engine and transmission.

At the Olds Motor Works booth there is a chassis, one of the new 20-hp. touring cars, two handsome double-cylinder delivery wagons, a railway inspection car, a touring runabout, the well-known curved-dash runabout, and a light single-cylinder tonneau car. The factory is represented by Messrs. Chapin, Buck and

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Stokes. Others of the selling force will be here for the rest of the week. The Pope interests are fully represented in the Toledo line, there being a royal body with victoria top, of 30 hp., an 18-20-hp. open touring car, another of 30 hp., entrance to tonneau being in front; the regular standard Toledo, with extension top; a 30-hp. landaulette, and 30-hp. chassis. The Pope-Tribune and the Pope-Hartford are both here, the latter with three cars, and the Waverley electrics are shown in five pleasure vehicles and one truck. Col. Albert L. Pope heads the force in attendance at the show.

The George N. Pierce Company, for the first time, are able to exhibit their complete line, and the booth is one of the most attractive of the show. They have a landaulette, an opera coach, a suburban or closed coupe type, 24-28 and



GALE 8 HP. CAR, \$500

28-32-hp. side-entrance touring cars, and a 40-hp. chassis. This chassis has been bought by W. C. Temple, who will use it in touring for the Glidden Trophy during the coming Summer. Geo. N. Pierce, president of the company, will use another car of this same type in the same tour.

The White Company enjoys the distinction of being the only exhibitor of automobiles using steam power. They have four very handsome cars, one finished in Richelieu blue, another in red, with a new White cape top. A white car is placed in the center of the booth, with the engine running by compressed air. This latter car is surrounded by visitors all the time. The last of this quartette is finished in green. The Yale car is represented by one four-cylinder and one of the two-cylinder touring cars. The Northern Company has a touring car, a runabout and a chassis. The Autocar Company shows two runabouts of their

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standard type, one four-cylinder car complete, and one four-cylinder chassis. The exhibit is made by the local agents, Geyler & Levy.

The Cadillac Company have two of their small touring cars, one new-style runabout, and their new four-cylinder car. They also have an engine and transmission mounted and working under electric power. Stevens-Duryea Company show their new four-cylinder touring car, together with a chassis of the same type, and one of their standard runabouts. C. C. Hildebrand is representing the factory at the Chicago show. The Mead Motor Company, of Chicago, show two Benz touring cars, one of four cylinders, the other a single-cylinder. These cars the Meade Company import direct from Germany. The Western Tool Works, of Galesburg, Ill., have one of the new Gale runabouts on exhibition, and the price, \$500, is attracting a great many people.

J. L. Dolson & Sons, of Charlotte, Mich., have one side-entrance tonneau



MOLINE 18 HP. LIGHT TOURING CAR

car of 20 hp. These cars have two cylinders, opposed, and use the planetary transmission, having two forward speeds and one reverse. The Holsman Motor Company have two cars on view which are genuine gasolene buggies. They have all the ear-marks of the original horse-drawn buggy, even to the high wheels and hard tires. Mounted under the body of this queer-looking vehicle is a motor of two cylinders, opposed and air cooled. The Jackson Automobile Company, of Jackson, Mich., show one complete car and a chassis, both of the regular two-cylinder opposed type, the tonneau car having side entrance. The Marion Motor Car Company, of Indianapolis, have one of their four-cylinder, air-cooled machines in their booth.

Apperson Bros. show three complete cars and a chassis, the latter and one of the cars being those exhibited at New York. One of the new cars is a 40-hp. road racer, equipped with a body which will hold but two passengers, while the other is a 40-hp. chassis, equipped with a special limousine body, made by Kimball, of Chicago. This body is a particularly handsome piece of coach work, and

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this car and the road racer are two of the prominent features of the show. As usual, Apperson Bros. have fared well in the allotment, and are just inside the main entrance. The National Motor Vehicle Company show in the electric line a runabout and stanhope car, while in the gasoline line they have one complete 30-hp. car, four cylinders upright, having a very large tonneau with a wide side entrance. They also show a very finely finished chassis of the same power.

The Winton Motor Carriage Company show nearly their complete line for this year, having a 40-hp. car complete, one 16-hp. chassis, and a complete car of same power, their handsome Model B limousine on the 24-hp. chassis, and a 16-hp. engine in sections. Winton popularity in Chicago and the West is proverbial, and their booth this year is crowded all the time. The Packard Motor Car Company, of Detroit, have three very handsome cars and the beautiful chassis shown in New York. One of the cars is the regular touring-car type, one is a special coupé body, and the other a runabout body which will carry but two passengers. The Royal Motor Car Company, of Cleveland, have duplicated their New York exhibit, but show it to much greater advantage in the larger space assigned them. One finished touring car and a 30-hp. chassis are shown, and they draw visitors by the score.

How Visitors Were Entertained

The social functions of the week were inaugurated last Friday night, at seven o'clock, when Manager S. A. Miles entertained the local newspaper men at an elaborate dinner, at the Sherman Hotel. Saturday night the Chicago Automobile Club entertained members and their friends at the clubhouse with a vaudeville show. The performance commenced after the close of the show, and lasted as long as the guests found pleasure in watching the various "turns," which was well into the "wee sma' hours."

The American Motor League will entertain its members and friends on Friday night at the Chicago Automobile Club, to a "dollar dinner," as it has been termed. Eleven o'clock, after the show, is the hour set, and elaborate preparations for a good time have been made. The dinner will consist of soup, pickles, olives, steak with real mushrooms, baked potatoes, corn bread, asparagus tip salad, cheese, crackers, coffee and beer in steins.

The speakers are as follows: Toastmaster, Isaac B. Potter, president of the American Motor League; John Farson, president of the Chicago Automobile Club, "The Automobile for the Farmer;" Sidney S. Gorham, counsel for the Chicago Automobile Club, "Good Roads Legislation;" Joseph D. Porter, "The Need of Better Roads;" S. A. Miles, "The Signboards of the Times;" Louis R. Smith, "The Sir Thomas Dewar Cup," and thereby hangs a tale; League song, solo by T. E. Jones; all join in the chorus.

One of the most enjoyable entertainments of the week was that tendered by President John Farson, of the Chicago Automobile Club, to thirty well-known members of the N. A. A. M., together with a few representative newspaper men. The function was held at the Union League Club, and was delightful in every way. The guests were invited for 12.30, Wednesday noon, and from then on they enjoyed the hospitality and good things provided by the host, as well as numerous after-dinner speeches, until duties compelled a disbanding.

Scarritt's Ideas on Legislation

FORMER PRESIDENT WINTHROP E. SCARRITT, of the Automobile Club of America, had an earnest talk with the directors of that organization at their meeting last Tuesday, and submitted to them an outline of the policy of the Committee on Legislation, of which he now is chairman. Mr. Scarritt said:

"Analyzing the situation, we find that 90 per cent. of the automobilists are careful in the use of their cars on the public highways, and such need not the restraining influences of any law. The 10 per cent. who bring us all into disrepute are composed, for the most part, of two classes: First, the rich, reckless driver, to whom the imposition of a fine is no hardship, and, second, the reckless, dare-devil, harum-scarum chauffeur, who seems to delight in seeing how reckless and spectacular he can be in the use of his car. Therefore, no law will ever be effective that does not have special regard to these two classes of offenders. Public sentiment will not justify locking these men up for a first offence where no actual damage has resulted. A fine is paid and forgotten five minutes afterward. How, then, are these two classes of flagrant violators to be reached? I believe that the result may be obtained by a revocable license.

"First, let every driver of a car receive a certificate of license from the Secretary of State. On conviction, in addition to other penalties, for a first offence let the certificate be revoked for a period of fifteen days, the trial magistrate indorsing on the certificate such revocation. For a second offence, revocation of thirty days; for a third offence, revocation of one year. For the rich owner to be deprived of the use of his car in this way would be hardship indeed. Every driver of a motor car realizes the chief pleasure of motoring is in driving one's own car. The rich culprit would be exceedingly careful not to lay himself liable to a second or third conviction. In the case of the conviction of a reckless chauffeur, he would be out of employment and his means of livelihood taken from him. The sentiment of the entire community would back up such a law as this.

"Second, public garages should be under the supervision of the law.

"(a) They should be required to take out a license.

"(b) To keep a record of each machine, showing the exact time it was taken out and the exact time it was brought back.

"(c) The duplicate of this record should be furnished the owner of the car once a week.

"(d) To allow no machine to go out without written order from the owner.

"Third, concerning chauffeurs, the following requirements:

"(a) To take out a license.

"(b) To keep a record of the car when it leaves and when it returns to the garage.

"(c) To notify the owner of the car immediately when it becomes disabled.

"Fourth, all cars above 5-hp. should be required to have two separate brakes, one of which should be double-acting.

"Fifth, no car should be permitted to run with the muffler open in the corporate limits of a village, town or city."



PALM BEACH, FEBRUARY 1—OH, WHAT A DIFFERENCE!

Palm Beach Water Boat Carnival

PALM BEACH, Fla., February 5.—In perspective, the "First International Motor Boat Carnival," which was concluded on Lake Worth here yesterday, had features of greatness in the records made, and yet it cannot be characterized as a wholly great event of sport. Its features of distinction were not, as those of the automobile tournament, which preceded it at Ormond, numerous and of great value. Not so many, nor such excellent records were made, nor were there such flashes of superb sport in the way of close contests, as marked the automobile racing. Neither was there, on the other hand, any such mismanagement of the program as was witnessed at Ormond.

The first motor boat carnival resembled strongly the first automobile tournament in this sometimes sunny land. It was a curtain-raiser, and gave a basis for hope of greater things. Like the first motor car affair, it was not particularly international, except in name; the entries were few and the sport was made by a single star performer. As for the rest of it, the competitors had to be shuffled up and dealt out several times in various ways in order to eke out a program, precisely as was done on the Ormond beach in 1903.

The notable facts concerning the meet are found in the successive startling displays of speed by W. Gould Brokaw's Challenger, driven by A. D. Proctor Smith, which established the records for its class on the lake of a kilometer in 1 minute 21 seconds, of four miles straightaway in 8 minutes 41 2-5 seconds, a mile in 2 minutes 4 1-5 seconds, and eight miles with a turn in 16 minutes 33 seconds. Outside of these remarkable performances, the races were interesting in a mild way, and picturesque and entertaining in a stronger way. The Challenger, which will be remembered as the boat that entered for the Harmsworth Trophy last Summer, was the only really high-speed auto boat on hand, and it was left to her to reveal the possibilities of Lake Worth for speed and sport in the Winter time, away from the snow and the ice.

There is some question, however, as to how far these possibilities extend. The lake is little troubled by storms and tides, and in this way it offers a fine speeding course. The waters are shallow, however, and there is a limit to the size of the boats that may be raced upon it. In the races of last week the bottom was well churned up every day, and as the development of the motor boat progresses and heavier craft of deeper draught become contestants, it is doubtful if this beautiful lake of the semi-tropics will fill requirements.

Concerning the time made there is no doubt, but what Mr. Brokaw's boat developed wonderful speed and the timing was done by experts. There is no particular reason to question the accuracy of the distances, but on the other hand there is no reason to declare them to have been unquestionably accurate, because, unfortunately, there seems to have been no particular attention paid to the desirability of having the course officially surveyed and a certificate filed, as is usual. In consequence there was some vagueness as to how and by whom the distances had been measured. Lieut. Hugh L. Willoughby, who proved to be a very efficient executive, when asked about this matter said that the courses had been laid out by some local men, "and besides, the distances along the lake are well known here." Local information regarding "well-known" distances in rural precincts has played some weird pranks before now.

AUTOMOBILE TOPICS

The racing on the lake began on Wednesday, and was continued Thursday and Friday, and concluded with a really magnificent water parade on Saturday. It was on Saturday, also, that the one-mile record of 2.04 1-5 was made by the Challenger.

The exodus of visitors from the North, and from all parts of the world, who had been at Ormond, began on Saturday, January 28, but it was not until Tuesday, the 31st, that the participators in the motor car events, the officials and the newspaper men got away and sought accommodations at the magnificent resort of Palm Beach, with its combination of garden, forest, lake and ocean attractions. Wednesday morning, February 1, found a big crowd on hand, ready for



WAITING FOR THE START

the sport, and for the time being automobiles were forgotten. Besides the boats entered for the races there were numbers of assorted craft on hand carrying spectators about to and fro on the placid waters of the lake, and almost without exception they were gayly bedecked for the occasion, and the scene daily was brilliantly pretty.

Lieut. Hugh L. Willoughby and Frederick W. Sterry, of the Poinciana Hotel, took charge of affairs absolutely, leaving W. J. Morgan, who promoted the affair, nothing to do but rest, for which he was devoutly thankful, especially as the whole was as well managed as could be with the material at hand.

AUTOMOBILE TOPICS

Wednesday, February 1

Five events were run on Wednesday before night fell, and then an illuminated parade was undertaken, which progressed finely until dispelled by a sudden downpour of rain, which sent everyone scurrying for shelter.

The launch Trilby was used as a starter's boat, and had a neat decoration of flags. In the morning those aboard her were Rear Commodore Leland Sterry, of the Lake Worth Yacht Club, A. P. Reeves, S. M. Buller and D. H. Lewis. For the afternoon races the same starters officiated, with the addition of T. D. Wells and Frank X. Mudd.

Col. R. Thompson, owner of the houseboat The Everglades, which was the official headquarters during regatta week, had a number of guests on Wednes-



A MORNING STROLL THROUGH THE PALMS

day, who were royally entertained. The Everglades was in gala attire for the day, and the wide-open upper deck was the rendezvous for his guests. Among those aboard on Wednesday were: The Duke of Manchester, Mr. and Mrs. Frank Schoonmaker, of New York City; James Tate, Jr., and Dr. Isaac Edward Emerson, of Baltimore; Mrs. Smith Hollins McKim and her guest, Miss Lillian King, both of Irvington-on-the-Hudson, New York; Major Peters, of London, and Sir Thomas Dewar, who has Major Peters as his guest; Mr. Joseph Jefferson, Mr. Frederick W. Sterry, Mrs. Eugene Gibbs, Mrs. Frank X. Mudd, of Chicago; Mrs. Huntington, Mr. and Mrs. S. M. Butler, Lieutenant and Mrs. Hugh L. Willoughby, Mr. and Mrs. Charles H. Hyde and Mrs. James K. Clarke.

It was the third race of the day, that for the Flagler trophy, in which the

AUTOMOBILE TOPICS

Challenger first showed her great speed, and won the cup in the net time of 8.41 2-5, which is at the rate of $27\frac{1}{2}$ nautical miles an hour, and this was the feature of the day. The Challenger is a forty-foot boat, equipped with a S. & M. eight-cylinder engine of 125 hp.

The parade on Wednesday night was headed by the steamer Palm Beach, which was trimmed with bunting and Japanese lanterns. The numerous electric launches in the parade were illuminated with electric lights in colored bulbs, producing a beautiful effect. In the list were two electrics, entered by Mr. Joseph Jefferson, which had the most elaborate arrangements of flags, bunting and lanterns of all the boats here. One was in the old Spanish caravel effect, with a liberty bell suspended above the stern. The boat was called the Swan, and its colors were blue and white. Mr. Jefferson, who is greatly improved in health, showed his practical interest in the regatta by donating a silver cup for one of the day races.

Aside from the twelve electric launches in the parade were the following: Yawl Lotus, Grier Hersh; steamer Lady Lou; launches of George R. Wallace and W. R. Moses; float, with band; the launch Hudson, owned by Eugene Rowley; a float with fireworks; catboat Amberjack, the sloop Kingfish; large launch Kathleen; launch owned by Mrs. W. J. Allen, launch E. W. Histed, decorated float; the launch Enterprise, J. E. Ingraham; launch Capt. E. N. Dimick; other launches, including one decorated to represent a huge duck, owned by Sidney Maddock, of Brooklyn, a member of the Crescent Athletic Club; launches of Benjamin



RACE FOR THE WILLOUGHBY TROPHY

AUTOMOBILE TOPICS

Douglas, of New York; G. E. Highly, of Chicago, and J. R. Anthony, Jr., and a handsome launch owned by Capt. George E. Andrews, commodore of the Lake Worth Yacht Club. The Trilby was used as a starter during the day, among those on board being Rear Commodore Leland Sterry, of the Lake Worth Yacht Club.

Thursday, February 2

The kilometer performance of the Challenger on Thursday was the most interesting feature of the second day's races, but the sport of the day was sadly marred, first by the lack of a competitor for the Challenger, the 150-hp. boat of W. Gould Brokaw, and secondly by the failure of the Challenger to start in the 20-mile handicap in the afternoon. This race should have had a record result, as the Challenger had 48 minutes to make up. The batteries gave out just as the starting line was reached. The Grant Ferris, Jr., was the only boat to go over the course.

In the morning races the big boat walked away with the kilometer race with no competitor in 1.21, a record for this country, and then went a mile over the measured course in 2.11 2-5, or over 27 miles an hour.

The races were between local boats, and not of national interest.

The day was a fine, balmy one for the races. Slowly passing fleecy clouds tempered the sunshine, while cove breezes prevailed. Everybody was out with an air of expectancy that something worth seeing was going to happen, and all were well repaid, for to be present at a record-breaking event is a decided and unusual treat, an event long to be pleasantly remembered.



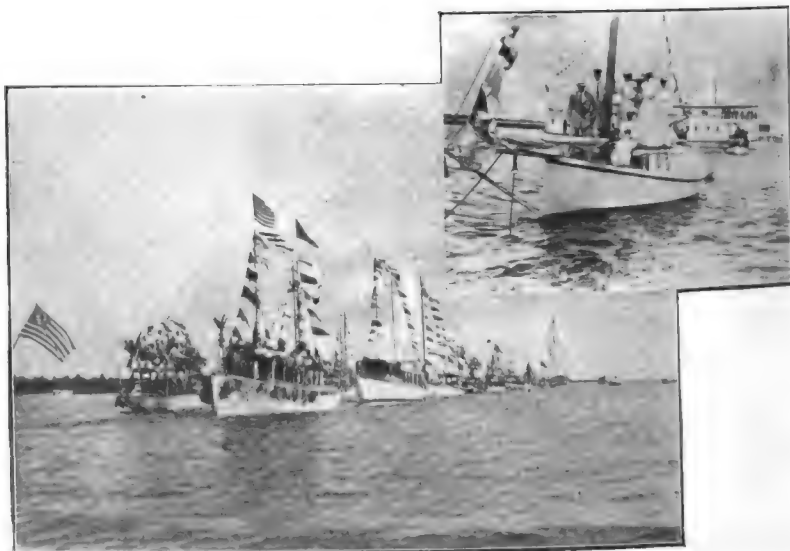
W. GOULD BROKAW'S CHALLENGER: RECORD, 29 MILES PER HOUR

AUTOMOBILE TOPICS

The heavy downpour of rain during the night previous had played great havoc with many of the decorations. The delicate and gorgeous colored Japanese lanterns had been melted away, the soft tissue paper soon breaking. However, many boats had been decorated with a superior quality of bunting, which withstood the rain, and so there were quite a few decorated boats cruising about to maintain the effectiveness of a pretty picture.

Friday, February 3

Eight miles, with a turn in the course, in 16.33, by the Challenger, furnished the sensational feature for the third day of racing. This is an average of 2.04 for a mile, and equivalent to more than 29 statute miles an hour. This occurred in



PARADE OF THE DECORATED FLEET, FEBRUARY 3

the race for the Poinciana trophy, in which the Challenger was too heavily handicapped to finish better than second.

There were six competitors in the race, with concessions in starts of from five to fifteen minutes, but the Challenger steadily overtook and passed the fleet that started ahead of her, until finally only the Comet was left. The latter, of local design and construction, owned and raced by Captain Dewey, with the aid of a liberal time allowance, finished first in 25 minutes 54 seconds. The race was over the four-mile course, and the lake was disturbed by scarcely a ripple.

The carnival was brought to a fitting close by a grand parade of more than fifty boats. It was a gorgeous moving picture of color, while song and music added to the enjoyment of those aboard the boats. It was in three divisions, and shortly before three o'clock there was an interesting scurrying and darting to and fro of boats to form in line and in their respective divisions.

AUTOMOBILE TOPICS

Summaries of the three days of racing follow:

WEDNESDAY.

ENDURANCE RACE (8 MILES) FOR SMALL-POWERED BOATS FOR THE BREAKERS' CUP.

Corrected
Time.

Shadow, G. E. Andrews.....	44:11	2-5
Scout, L. P. Petee.....	46:54	

ONE MILE, FOR BOATS UNDER 12 MILES AN HOUR, FOR THE LIEUTENANT WILLOUGHBY TROPHY.

Shadow, G. E. Andrews.....	5:16	3-5
Olive, A. J. Sanderson.....	5:28	1-5
Histed, E. W. Histed.....	7:24	

Seven starters.

FOUR-MILE HANDICAP, HIGH-SPEED BOATS, FOR THE H. M. FLAGLER TROPHY

Challenger (W. Gould Brokaw), steered by Proctor Smith.....	8:41	2-5
Comet, G. D. Dewey.....	12:14	2-5
Grant Ferris, Jr.'s boat, steered by H. C. Thompson.....	14:15	
Wriggle, C. G. Burgoyne.....	20:24	

FOUR MILES, FOR PLEASURE BOATS UNDER 12 MILES AN HOUR.

Demooy, T. G. Ronald.....	10:58	
W. I. Huffstetler's boat, steered by T. Rose.....	21:58	
Globe, J. C. Hancock.....	25:04	1-5
Histed, E. W. Histed.....	26:11	1-5

FOUR-MILE HANDICAP FOR C. F. BINGHAM CUP.

Challenger (W. Gould Brokaw), steered by Proctor Smith.....	11:59	1-5
Comet, G. D. Dewey.....	15:07	1-5
Shrimp, Alex. Steen.....	27:38	2-5
Scout, L. F. Petee.....	28:15	2-5

THURSDAY.

YACHT AND MOTOR BOAT TENDER RACE, 4 MILES, HANDICAP.

Porpoise, J. K. Clarke.....	27:52	3-5
Everglades, Colonel Thompson.....	27:02	2-5
Ruffhouse, A. R. Whitney.....	32:07	1-5
Iris, Jr., J. K. Clarke.....	32:41	3-5
Lotus, Jr., Greer Herch.....	33:22	
Everglade, Jr., Colonel Thompson.....	32:41	3-5

AUXILIARIES—FOUR MILES.

Huma, Ralph Worthington.....	24:00	3-5
Anderjack.....	28:13	3-5
Orchid, F. Foster.....	33:13	
King Fish, E. B. Warren.....	35:12	

ONE KILOMETER FOR HIGH-SPEED BOATS.

Challenger, A. D. P. Smith.....	1:21	
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AUTOMOBILE TOPICS

ONE MILE AGAINST TIME.

Challenger, A. D. P. Smith..... 2:11 2-5

MOTOR BOATS, UNDER 12 MILES AN HOUR CLASS, 4 MILES, HANDICAP.

De Mooy, T. G. Roland..... 27:15 3-5
 Histed, E. W. Histed..... 33:25
 Wiggler, C. G. Burgerine..... 21:34
 F. Ross, W. T. Huffstetter..... 24:44 2-5
 Grant Ferris, T. B. Collins..... 22:03 3-5

TWENTY-MILE HANDICAP.

Grant Ferris, Jr. (only finisher)..... 3:06 20
 HIGH-SPEED MOTOR-BOAT HANDICAP, 1 MILE, FOR SIR THOMAS DEWAR'S TROPHY.
 De Mooy..... 7:07 2-5
 T. Rose..... 6:32 2-5
 Shadow..... 6:51
 Westrell..... 7:00 1-5
 Wiggler..... 6:25 1-5

SPECIAL HANDICAP OF 2 MILES FOR THE BEACH CLUB CUP.

Challenger..... 5:28
 Grant Ferris, Jr..... 8:29
 Cornet..... 7:36
 Westrell..... 11:29
 De Mooy..... 13:45 3-5
 T. Rose..... 12:57 4-5
 Wiggler..... 12:06

EIGHT-MILE HIGH-SPEED MOTOR-BOAT HANDICAP, FOR ROYAL POINCIANA TROPHY.

Cornet..... 25:30
 Challenger..... 16:33
 Westrell..... 38:37 1-5
 T. Rose..... 45:59 2-5

CLASS, CABIN MOTOR-BOATS, FOR THE POMMERY CUP.

Enterprise..... 12:36 3-5
 Izaak Walton..... 13:25
 Kathleen..... 14:30 2-5

FISHING BOATS, SAILING. PURSE, \$25 FOR FIRST, \$15 FOR SECOND. COURSE TRIANGULAR

Heeler..... 25:15
 Irene..... 34:30
 Minnie..... 35:23

EIGHT MILES, FOR MOTOR-BOATS UNDER EIGHTEEN MILES PER HOUR, FOR THE W. GOULD BROKAW CUP.

Wiggler..... 43:46 2-5
 De Mooy..... 45:13 2-5



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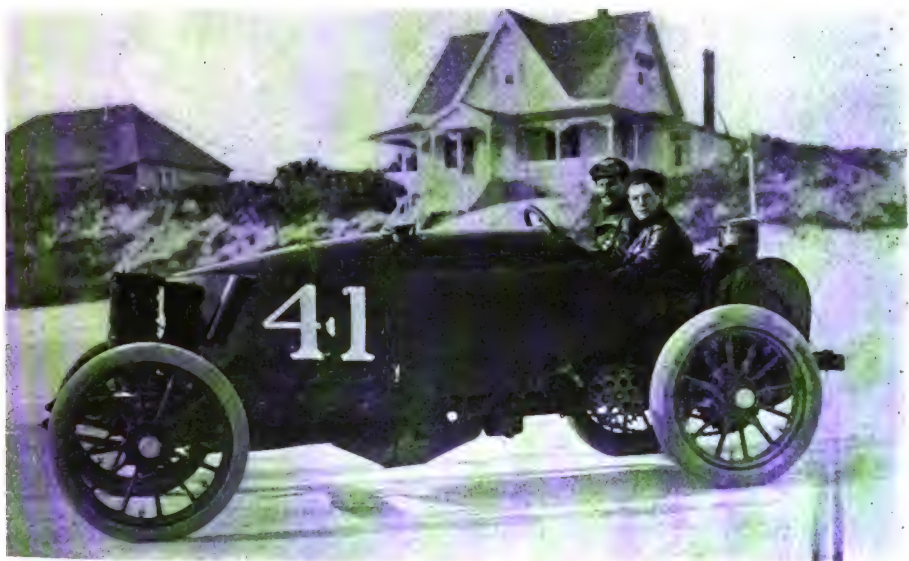
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Leaving Cleveland, go west on Superior street, over Viaduct, to Pearl street; south on Pearl street to Franklin avenue; west to Trenton street; follow north to Detroit street, crossing to Lake avenue, to Clifton boulevard, to Clifton Park. At entrance to Park, take left road, curving around Park and over railroad crossing (dangerous); follow trolley to bridge at Rocky River. Take first turn to left after crossing bridge to

FINNEY'S CORNERS (10 miles).

Take road curving to right to

RIDGEVILLE, (21 miles).

Straight ahead to

ELYRIA (26 miles).

Straight ahead through Main street, over railroad bridge (dangerous); turn sharp left over railroad, then straight ahead to

NORTH AMHERST (33 miles).

Straight ahead to

BIRMINGHAM (40 miles).

Straight ahead to

BERLINVILLE (48 miles).

Turn sharp left, following trolley to

NORWALK (55 miles).

Straight ahead out Main street to

MONROEVILLE (60 miles).

Take middle road to

NO. MONROEVILLE (64 miles).

At four corners turn sharp left to

BELLEVUE (70 miles).

Continue on stone pike road to

CLYDE (78 miles).

Straight ahead to

FREMONT (85 miles).

Continue straight ahead on turnpike to

WOODVILLE (101 miles).

Continue straight ahead to

STONY RIDGE (110 miles).

After passing through town, take first road turning sharp right direct to

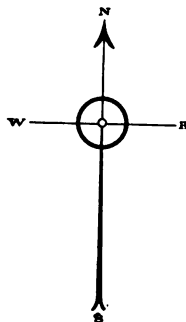
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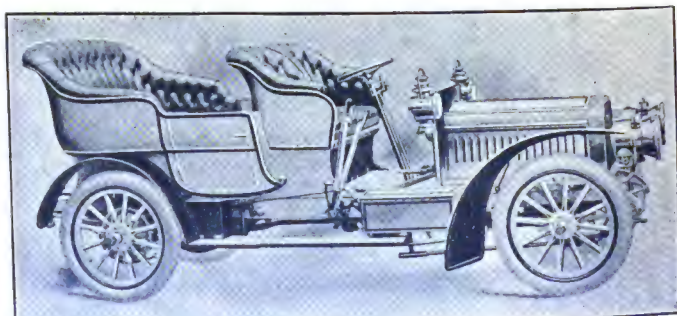
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Grains From My Hour Glass at Florida

A JOLLY crowd it certainly was which went South from all the other points of the compass on pleasure bent and of the same mind, i.e., to witness the greatest speed trials and races ever held anywhere.

JANUARY 24.—To-day's events only emphasized that on the beach and on the track stock cars do not cut any figure where everybody is looking for extreme speed. I counted twenty-five officials decorated with red caps, but all red hats do not indicate a cardinal. Cardinal Pardington's absence created a void, and the husky Senator for once appeared to have lost all his hustle.

JANUARY 25.—The crowd when it learned that the Senator at last had been robbed of his managerial toga was startled to say the least. Steck, of Philadelphia, is henceforth to be the whole thing. "A thing of shreds and patches"—Steck is the president of the Florida East Coast Automobile Association, an association of the big aristocratic guns in automobiling, but the association, apparently, never has a meeting, and its mythical management is supposed to rest under one hat for one week in the year, leaving the association to take care of itself for the other fifty-one weeks. President Steck has formed a kitchen cabinet, his Secretary of State being a publisher of an alleged automobile trade paper known as the "Rare Old Bird." Naturally enough, this combination of slow Philadelphia and the cunning, but unlucky bird are making a fizzle of this meet at its very start.

JANUARY 26.—The real newspaper men here have devised a plan, and with an eye to the main chance, have formed the nucleus of a new organization to handle next year's tournament on real American ideas.

JANUARY 27.—The fizzle out-fizzled itself when the racing board of the A. A. A. resigned to-day—much muttering and sputtering—followed by dear "Whipp's" resignation as president of the A. A. A. More muttering and sputtering, and apparently nothing is left but chaos.

JANUARY 28.—To-day was a day of masterly inactivity—no races—nothing but incapacity, stupidity and ignorance everywhere. More muttering and sputtering. It is always darkest just before daylight, and so the forming of the Ormond Racing Association to-day brightened up the horizon considerably to all the visitors. The Senator has resumed his toga as manager and as all the muttering and sputtering has disappeared all goes as merry as a marriage bell, and anticipation and hope for next year's racing renaissance is heard on all sides. To-morrow, being Sunday, probably accounts for the great exodus of the visitors to Palm Beach for warmer airs and spiritual consolation of some kind.

JANUARY 30.—Back to Ormond on Monday came the great crowd and they saw

AUTOMOBILE TOPICS

the greatest hundred-mile race ever run over the course; it was a well-deserved victory for the De Dietrich car and proved its endurance and reliability. It also furnished long-drawn-out excuses from Sartori as usual.

The Ormond Hotel appeared to be the headquarters of the titled nobility from abroad. During the first three days of the racing it had under its roof a Prince, a Duke, a Duchess, a Count, a Countess, a Marquis, several Barons, and to those who, like Tom Moore, "love the lords," it must have appeared to be a halcyon resort. There was also a distinguished member of Parliament there, to say nothing of those aristocrats of brains, the members of the fourth estate, who represented the papers of America there. Truly, the gathering of the aristocracy of the world in every sense.

At night the lobby of the Hotel Ormond was a genuine beauty show. The sartorial ateliers of the two continents must have been ransacked to have produced the exquisite gowns which were worn at Ormond. Very much admired, indeed, for their natural beauty and the beauty of their costumes were Mrs. Major Miller, Mrs. E. V. Hartford, Mrs. Emil Grossman, Miss Hudson and Mrs. Edward Russell Thomas.

AMONG the host of trophies presented certain the most artistic and most admired one was that presented by Major C. J. S. Miller. It was designed by the donor and executed by Tiffany.

MR. W. K. VANDERBILT, JR., has fled to Europe—I do not blame him for it, nor can anybody else do so, for he certainly had nothing to do with the Ormond fizzle management. Mr. Vanderbilt's executive ability, had it been exercised, would have saved the tournament. Mr. Vanderbilt has added to his fleet of racers, three new racing cars, a De Dietrich, a Panhard and an American car, the name of which I am at present not at liberty to divulge.

A LITTLE bird whispers to me that hereafter Alfred Gwynne Vanderbilt will drive his own racing car. No reason why he should not have done so long ago—it is a good move, at any rate, for all the gentlemen owners will now be driving their own cars.

SIR THOMAS DEWAR, M.P., was a wise man. He left Wednesday night, but before leaving he had his usual good time and reception at the Royal Poinciana.

EDWARD RUSSELL THOMAS certainly cut a figure here in the racing returns, as he does everywhere else in everything he does, and he cannot be too highly complimented for his skillful driving of his car. No professional on the beach out-classed him in his masterly handling of his big car, because Mr. Thomas really gets all there is in the car out of it.

MR. W. C. TEMPLE, of Pittsburg, the new chairman of the Racing Board, gave a breakfast on Sunday, January 29, to the officials, contestants and the princes of

AUTOMOBILE TOPICS

the press. The latter were conspicuous by their absence—which was a mistake. Temple is indeed a royal good fellow, his only weakness being that he is gun shy to the nobility.

Is it possible after all that the American Motor League may be able to do what the A. A. A. has failed to do?

I THINK Albert R. Shattuck, with all the pomp, pride and persuasion of the power of the man in the auto, whom he represents, is after all the only man that can save the A. A. A. from being irrevocably ditched.

ABROAD all the racing officials are well paid for their services. The same rule prevails here in horse-racing affairs, but not in our affairs. Every club or association should always pay well for the work it wants done. It is the cheapest and best in the end. Amateur officials who work only for glory, as a rule, do not possess executive ability.

PROMINENT among the missing ones were George Heath and his Panhard; C. L. Charley, whose cable address is Amcharley, which means "I am Charley"; Henry Fournier, whose racing car is made like a gun and goes like a bullet; (speaking of bullet, the Winton eight-cylinder bullet snored peacefully in Cleveland while Earl Kiser rested in an easy chair.) the great Götz, not, however, of William Tell fame, but of Gobron-Brillie fame; Chunky Lyttle, who knows not only how to drive but to take care of a Pope of immaculate conception and infallibility. The starter was not able to ask this year: "Is Howard Gould here?" and after the answer "Yes," say, "Then let the games proceed." Jenatzy—well, he missed the steamer, but at any rate he saw as much of the races as did the Chevalier Rene de Knyff, who arrived in New York after the races were over. A. J. Picard, whose excellent starting was a feature last year, is also missed.

E. E. S.



Detailed Account of Delhi-Bombay Trials

INDIA'S first Reliability Trials have ended in a huge row over the award of prizes. The participants, or the majority of them, accuse the judges of incompetence and partiality, and some of them have declined to accept the minor prizes awarded them. It is asserted that the trials have wrought harm rather than good to the cause of automobiling in the great British dependency, and that a similar event, if attempted, would be a rank failure. So far, however, only the disgruntled ones have been heard from, and while they seem to make out a good case it is plain that the last word has not been said.

The trials were started on December 26, and lasted eight days. The course was from Delhi to Bombay, a distance of 900 miles, and out of thirty-eight cars entered thirty-three started and twenty-one finished, most of those dropping out doing so on account of tire troubles. As was exclusively stated in *AUTOMOBILE TOPICS* on January 7, the Gaekwar's cup, the first prize, was awarded to W. S. Sorel, 24-hp. De Dietrich. Beyond this meagre detail, however, the cabled reports told nothing, but mail advices, now in hand, give many interesting particulars of the contest.

The official list of prize winners, as returned by the judges, and which has aroused such a storm of opposition, is as follows:

The Gaekwar's Cup—24-hp. De Dietrich.

Scindia Cup—6-hp. Speedwell.

Mysore Cup—6-hp. De Dion.

Kapurthala Cup—12-hp. De Dion.

Rampui Trophy—16-hp. Fiat.

Lyon Cup—12-hp. Darracq.

The trials were promoted by the Motor Union of India. Their object was to discover, by this practical method, the most suitable type of motor vehicle for Indian roads and climate—an object which appears to be still shrouded in doubt as far as the trials themselves are concerned. The latter consisted of daily runs, averaging 110 miles, the start being at Delhi and the finish at Bombay—900 miles away. Reliability, pure and simple, was the object of the trials; speed was neglected, in so far, of course, as that each car had to maintain a good average touring speed throughout the run. Thirty miles an hour was the maximum speed permitted.

The first great lesson of the trial was that in India motorists have a magnificent ground for the motor vehicle, especially for the touring car. In the whole of the road from Delhi to Bombay, there are only 45 miles which can be described as really bad. There were half a dozen unbridged, or temporarily bridged, rivers to be crossed, but at only one did the ordinary arrangements need to be very materially supplemented. As for the Ghats, they have absolutely no terrors for the skilled motorist, and only lent additional charm to the route. The two worst turns encountered were on comparatively minor descents.

What has been said of the Great North Road applies with still more force to the Grand Trunk Road, which is by common consent the finest in India. There is the excellent road from Bombay to Poona and Mahabaleshwar, and others further south. So, from this standpoint, India offers a magnificent variety of admir-

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ASSEMBLING FOR THE START

able roads for motor touring, most of which are already splendidly adapted to the purpose, and others require only a small expenditure to bring them up to the requisite standard.

And not only is the road surface, etc., suitable for motoring, but accommodation, by the way, is also adequate. The Government Rest Houses are everywhere standing and in good repair.

The supply of gasoline is only a case of demand; as soon as motor touring becomes more general, gasoline depots will spring up everywhere.

As regards scenery, climatic conditions, etc.—important points to the tourist—an even more favorable picture is drawn. No country can offer a more perfect climate for this particular purpose at this time of year. There is first the absolute certainty of fine weather. Then if the mornings in the North do break raw and chilly, there is the assurance that in an hour or two the glorious sun will warm and soften the wintry air and stir the sluggish blood.

The conduct of the trials was, on the whole, excellent. One of the contestants thus describes it:

“Consider the problem that had to be solved. Here were thirty-three cars and upward of one hundred motorists to be assembled at Delhi and housed there; to be catered for over nine hundred miles of road, running through only two towns of any importance and hundreds of miles of jungle. At each day's stopping place there had to be gasoline, motor stores and mental assistance. There were nine hundred miles of road to be policed, directing flags erected, controls marked out and danger signals shown. All these multifarious duties had to be carried out by men altogether inexperienced in motor car trials. And look at the result. From the time Delhi was reached, nothing that care and forethought could provide was lacking for the comfort of the party. Not a single meal was missed, only two indifferent ones were served. We were as well fed in the midst of the jungle as one generally is in Bombay. Everywhere, too, the most cordial hospitality was be-

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WHERE MOTOR BOATS WOULD HAVE SCORED

trayed by the members of the Delhi and Agra clubs, the Maharani of Dholpur, the Maharajah of Scindia, and the Maharajah of Indore. Everywhere the policing arrangements were admirable; the course was not better kept on the last Gordon Bennett Cup day."

The successful conclusion of the trials was celebrated by a dinner at the Taj Mahal Hotel, Bombay, at which about 130 motorists were present.

The following letter of protest against the Gaekwar's Cup being awarded was sent to the judges, the signatories being Lieutenant Skelton, Messrs. Huntley Walker, Sawyer, Wadia, Hall, Dent, Levitus, Esdale, Crawford and Grant:

"Having been informed that the first prize—the Gaekwar's Cup—is to be given to the Dietrich car, we should be obliged if you would state your reasons for awarding this, as we protest that the judges have insufficient knowledge of motor cars so entirely to disregard the performances of the respective cars which have done infinitely better throughout the whole trials than the Dietrich, which, according to the rules of the competition and the reports of the observers, has lost 58 marks on account of a most serious defect to the engine, viz., a defect which caused it to stop twenty-eight minutes on the road and lose all its cooling water—one of the most serious mechanical troubles that a car for use in India could have had—and many marks were lost for tire troubles, as laid down in the rules of the competition, which rules the judges have not the power entirely to disregard.

"There are a very large number of cars which have lost far fewer marks in the competition than the Dietrich, several of which have lost no marks at all for mechanical defects, and there are two cars which have lost no marks at all for either mechanical defects or tire troubles.

"Yet, in the face of these figures and facts, about the reliability of which there is no doubt whatever, as they are deducted in exact accordance with the rules by the official observers appointed by the Union, you, as judges, who disclaim having anything but a smattering of practical or scientific knowledge of motor cars, have taken it on yourselves entirely to reverse the results of the severe trials the cars

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have had during the last eight days, and have awarded the trophy to a car because you consider it the best, and not because the rules and marks show it to be the best."

The cars that took part, with their drivers, were as follows: Lenoir, J. W. Hall; Humberette, C. A. Cooke; Speedwell, G. V. Scovell; Wolseley, Lieutenant Skelton; Wolseley, Captain Muter; Wolseley, R. J. Vakil; De Dion, B. H. Hewlett, Alldays, J. A. Kirkbride; Oldsmobile, K. A. Wadia; Alldays, A. Levetus; De Dion, D. M. Dalal; De Dion, R. A. Lamb; Darracq, A. Shakespear; Panhard, H. Sorabji; Beaufort, H. A. H. Payne; Argyll, R. Grant; Gardner-Serpollet, M. C. Petit; Renault, Lieutenant Rose; Rational, L. Gresham; Humber, Major Warren; 8 horse-power De Dion; Turner-Miesse; Gardner-Serpollet, J. H. Abbott; Lanchester, W. Leslie; Lanchester, K. S. Ranjitsinhji; De Dion, S. Inglis; De Dion, H. H. Maharajah Scindia; De Dion, Dr. A. H. Deane; Darracq, P. C. Sawyer; Orleans, F. A. Rodewald; Darracq, Huntley Walker; Clement, Arthur Hoare; Fiat, Count di Gropello; Thorneycroft, J. A. Dent; Napier, S. F. Edge; Gardner-Serpollet, H. H. Maharajah of Pudukottah; De Dietrich, W. L. Sorel; Darracq, Huntley Walker.

Livening Dry Batteries

SO decidedly is the weight of opinion against the recharging of dry batteries that it is seldom, if ever, resorted to, the cells being thrown away when they become weak and new ones substituted. This is almost as cheap, as new materials would have to be purchased for the cells, and the time and cost would amount to more than it is worth.

It is possible, however, to reinvigorate dry batteries and make use of them temporarily. This livening process is very simple: Bore about a dozen holes in the zinc outer casing, fairly equally spaced about the lower half. Then make a strong solution of ordinary *sal ammoniac*, put it in a vessel large enough to hold the set of cells, and soak them in it for 12 hours. This treatment saturates the interior, and in most instances will bring the cells up to their full voltage. It is very often the case that the cells simply fail because all the moisture inside has disappeared, and not to exhaustion of the active chemicals.

Berlin's Show Opened by Emperor

ON Saturday last the International Automobile Exposition at Berlin was opened in the presence of the German Emperor and a large gathering of nobles and the populace. The Exposition is a long way in advance of previous ones, and German observers contend that, while the Exposition was not equal to that of Paris, it was excellent and that the German automobile industry could contest with Great Britain and the United States for second place.

Baron Van Zuylen, president of the French Automobile Club, presented the Emperor with a gold medal as a memento of the race of 1904 for the James Gordon Bennett Cup.

In addition to the German trade, Italian machines and those of Belgian and French makers are well represented.

Preventives and Remedies

PART XXI

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Clutches and Brakes

THE first thing to be examined if the clutch slips is the fork; as stated above, the position of the fork and the tension of the spring (which determine the position of the cone on its own shaft) must be adjusted in unison; perhaps the fork does not permit the spring its full expansion, in which case the cone might barely reach the flywheel. The manner of adjusting the fork varies in different types of vehicles, but whether the adjustment is done by set screw, eccentric or otherwise, the method is always plainly indicated in the construction of each car. If the travel of the cone is made more than $\frac{1}{8}$ to 3-16 inch there is always danger of too sudden engagement, by reason of the cone being slammed into the clutch too hard, and adroit footwork with the clutch pedal, to ease the engagement, will at one time or other be neglected, resulting, perhaps, in a broken gear or injurious strains upon the motor. The spring should press the cone decisively into the clutch, but not slam it, and this is accomplished by giving the spring a very short distance to push (or draw) the cone.

If the spring is not encased, but exposed to splashings of mud and water, slip may be caused by accumulations of dirt, preventing its play. The remedy is obvious.

Oil on the leather facing causes slip. Dip a small brush in gasoline and pass it around the cone. If a brush will not enter, a rag on a piece of bent wire will serve the same end. The same remedy applies to dust, which is oftener than oil the cause of slippage, or grains of sand or gravel, of which a single one may interfere with proper contact of a smooth cone by holding the friction surfaces apart.

If the cause of excessive slippage is simple wear, the sign thereof is a gradual beginning of evil with rather rapid deterioration on following days. Replacement is the only remedy, and, as there is always ample warning, while it is not always easy to get the right grade of leather or to cut it in the right shape, the motorist should obtain a leather, ready-cut, from the manufacturer of his vehicle.

If the slippage is about the same from day to day, the likelihood is that the leather is dirty and covered with a glassy surface. Glue or resin, which are so often used to remedy the defect, give only very brief relief, if they do not cause dangerous seizing. At best, a resinous surface is quickly worn down to a surface more glassy than before. The proper remedy consists in a thorough cleaning of the leather—gasoline or alcohol to remove the grease and a rubbing with sawdust. If there is no time for this process a little graphite or powdered sulphur blown in between the cone and the clutch, on their whole circumference, by means of a rubber bulb, will have a much more lasting, as well as moderate, effect than powdered resin or fine sand or glue.

A Summer Abroad in a Touring Car—Part XII

By J. L. HUTCHINSON

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HE run the next morning had a more sentimental tone. We headed for the end of the lake and visited the Prison of Chillon, the sad story of whose inmate has been so touchingly told by Byron. Long before we reached it we knew the building, for they have painted its name upon the slates of the roof. The castle is very old—it was built in the fourteenth century—and several illustrious prisoners have been placed in its dungeons. Among them was Bonivert, the man who did more than any other to make famous the city of Geneva. Many of the rooms within the prison have been painted brilliant colors to show how it looked in the days when it was in use. But the restoration seems to give it a garish look. Some of the dungeons with their narrow windows, barred and deep, overlooking the waters of the lake, seemed dreary spots indeed.

We spent several hours visiting the various parts of the castle and other little places in the neighborhood and then returned to Vevey, but kept on through, following the shores of the beautiful lake to Geneva. On the way we stopped at Lausanne, which is the university town of French Switzerland, as Zurich is the seat of learning for German Switzerland. The city has been the residence of various famous men, among whom were Gibbon, Necker, Fenimore Cooper, Dickens, Lamartine, Gambetta, Thiers and Victor Hugo. It has a large university and several schools, a number of museums and no less than thirteen libraries. But there is less of the show town about it than most of the Swiss towns that we had seen. We managed to get a very good idea of the town in an hour or two.

Geneva was a different proposition. One cannot dismiss Geneva with general impressions or a mere sight at the buildings and other interesting objects. There is too much of what I may call "live" interest in the city. It is the city of Calvin, of John Knox, of Voltaire and Rousseau. Any one who thinks much or who reads at all must take a great interest in studying the haunts of such men and the memorials which are preserved of their writings and faith. Besides this there are a number of famous buildings to be seen, such as the Opera House, which is a large and beautiful building costing about \$700,000. There is a well-kept national cemetery at Geneva and many great monuments. The city is famous, as all the world knows, for having been the place where that gigantic charity, the "Red Cross Society," was organized. And it has other claims to greatness which cannot be slighted by the traveler. We found it time well spent to give a day to Geneva and its surroundings. The view of Mont Blanc and the chain of mountains, of which it is a peak, is alone worth going to Geneva to see.

We left the city with regret to run to Chamonix, for we had promised ourselves this trip and we had still a considerable amount of touring to do in France. I hope, parenthetically, that the reader will not get the idea that we were wildly tearing through Europe arriving at a place only to dash out of it again. I assure him that we gave ourselves plenty of time to inspect all that there was worth

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seeing in all the places we visited. But when we had done so, we were able to get away quickly, thanks to the efficiency of our car. In this way we were able to visit two or more places in a day, where the railway tourist would have to wait for a train, which, perhaps, did not start until the next morning. It must be remembered that the distances are generally not long in Europe and but little time need be spent on the road.



ON THE ROAD TO CHAMONIX

Chamonix is celebrated in song and story and is generally conceded to be one of the prettiest towns in Switzerland. It lives up to its reputation in this respect. It is a small village lying at the very foot of that assemblage of peaks known as Mont Blanc. The air is cool. At the time we were there this change in the atmosphere was becoming plainly noticeable. The hotels were full of alpine climbers, real or amateur. They crossed our vision at every turn. Old men, young women, obese fathers and consumptive-looking sons; in goggles, alpine boots, heavy pea-jackets, alpine hats with little feathers, in veils and knickerbockers, we saw them pressing toward the mountains in groups or singly, generally under the care of grave-looking, bearded guides. It is a mania, this mountain madness, and every one who goes to Chamonix must have a try at it. I am certain that the great majority of those we saw setting forth on these journeys were not capable of more than five hours' walking. The thing would be laughable if we had not known that the pastime is a highly dangerous one.

Since my return I have noticed a report that more than 200 people, chiefly amateurs, have been killed or injured this year attempting to climb the Swiss mountains. If this is true, there should be some stop put to this foolishness. The game is not worth the effort. The climbers discover nothing new. They simply follow or attempt to follow where others have gone. And the work at its best is hard upon the workers.

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For our part, the feast to the eyes as we looked across the snow-capped summits of the range, particularly when the afterglow of the sunset had left the mountains all rosy and pink, was infinitely more satisfying, I am sure, than a closer knowledge of the snow fields, the glaciers, crevasses and all the rest of the mountain phenomena could ever have been.

We left Chamonix all too soon, and now it was a hasty drive which we took across France. We went by way of Bonneville and Annecy across to Aix-les-Bains, where we stopped at the Hotel Splendide, a hotel so splendid that I shall never stop there again, for the landlord, in his splendid way, told me that we would have to take a suite with parlors, though I need not pay for the parlors. Next morning, however, I found the splendid parlors in the bills all right and had to pay an account of splendid proportions. The landlord's memory was not splendid, for he could not recall his agreement of the night before. The King of Greece was stopping at the hotel. He seemed to be a good sort of a fellow and unassuming. I was much disgusted at seeing an American lady, when presented to him, courtesy so low that she all but knelt. I fancied I saw the King's lip curl, too, at the unseemly flattery.

(To be continued.)



AT THE FOOT OF MT. BLANC

FORMER State Senator Elijah C. Hutchinson, of Mercer County, has been appointed by Governor Stokes, of New Jersey, State Road Commissioner. He succeeds the late Henry I. Budd.

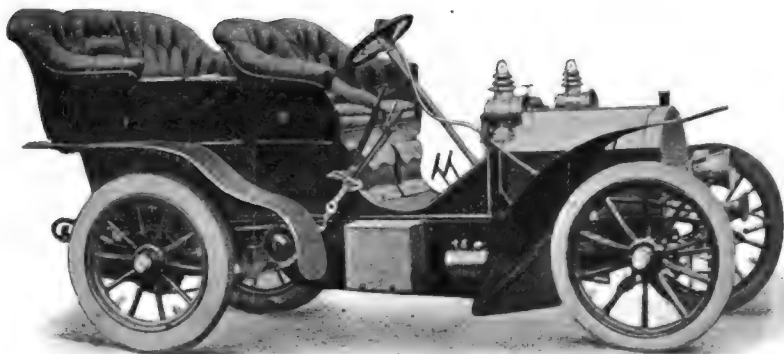
The position carries with it a salary of \$2,500, and an increase is talked of. The new commissioner is said to have a knowledge of State affairs which fits him for the position. He comes from one of the farmer districts of Mercer, and is in very close touch with the agricultural interests of the State. He represented Mercer three years in the Assembly and six years in the Senate.

British Monarch's New Car

ALWAYS a keen sportsman, the King of England early fell a victim to the fascinations of the automobile. Familiarity with the pleasures of motoring has merely increased his liking for this method of conveyance. He has just added the car here shown to his already large collection. It is an 18-hp. Mercedes Simplex, and is, of course, complete in all its appointments.

One of the earliest users of automobiles among the European rulers was King Leopold, of Belgium, for whom the famous *Roi des Belges* type of body was designed, and his enthusiasm remains unabated to-day. As an example of his persistence in the motoring habit, it is stated that in his frequent visits to the French capital the gay Belgian monarch makes exclusive use of one of his automobiles, preferring it, no matter what the weather, to the railway trains.

The automobile stable of King Leopold, already a large one, has been added



KING EDWARD'S LATEST CAR

to by the purchase from M. Charley, of Paris, of a new car. It is also a Mercedes Simplex—for Leopold has long been a worshipper at the Mercedes shrine—and is an exceedingly handsome and well-equipped vehicle.

WHAT is truly described as an "astonishing bit of information" comes from Germany, by way of England. Consul Halstead, of Birmingham, sends it to the State Department at Washington, but he does not say how many grains of salt should be taken along with it:

"A writer in the Birmingham Daily Post gives currency to the astonishing bit of information, which he says he has on good authority, that a German firm is making, for introduction into England, a four-cylinder motor car of only 9-hp., capable, however, of holding four persons, which is to be sold at the amazingly low price of just under \$486, and, if for only two persons, at \$73 less."

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Illustrated.

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The Ideal Winter Vehicle

WHILE the majority of motorists still put their cars aside when Winter sets in earnest, it is very noticeable that an increasing number are employing them regardless of the meteorological conditions. Particularly is this true of the urban user. He has learned that the automobile is not a mere fair weather conveyance, to be put aside whenever rain or snow appear, but a vehicle fit to cope with all conditions.

The use of closed bodies was the first great step in this direction. The limousine and similar types of housings provided shelter for the occupants of the car, and from their coigns of vantage they can laugh at the uttermost inclemency of even such an old-fashioned Winter as the present one. Of equal—and with some persons of greater—importance is the humanitarian aspect of the matter. The sufferings of horses in stormy weather has long been a matter of extreme solicitude, and the opportunity to free them at one stroke from this suffering, such as is afforded by the motor vehicle, is welcomed and seized by many who would not otherwise look with favor on the latter. Consequently, many who own both horse-drawn and self-propelled vehicles grow to use the latter more and more,

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while others turn their attention toward automobiles chiefly because they render it possible to dispense with horses at such times.

But no amount of feeling for the horse would free him from his wintry labors if the motor vehicle lagged behind. It is because it has come to be looked upon—even by the indifferent or hostile—as a practical and reliable conveyance that it is turned to in times like the present. During the recent severe storms it got through and around where horse-vehicles were either stalled or withdrawn entirely. Heavy snow impedes its progress, but does not bar it. As for sleet and other varieties of the choice assortment of weather we have been vouchsafed of late, they do not bother it in the least. To watch a cab or a limousine car bowl along an icy street, its rubber tires giving ample traction, and its driver guiding it with perfect ease, and then to contrast it with the painful crawl of its rival, is to necessitate the pronouncement of an unmeasured eulogy.

Tires and Their Improvement

UNTHINKING persons are wont to refer to the pneumatic tire as the weak point of the modern automobile. It and it alone, they say, has remained aloof from the march of progress, and remains as it was years ago—a crude and clumsy contrivance that costs the motorist much both in time and money, and inflicts on him miseries out of all proportion to the necessities of the case.

It is almost needless to say that these accusations are a compound of calumny and error. The pneumatic tire has progressed. Were it where it was when first applied to automobiles it would be found to be absurdly inadequate to the demands made upon it to-day. They are exacting to a degree. Furthermore, they increase with the years. More and still more weight is imposed on them; speeds become faster and faster, and the strains and stresses to which they are subjected have grown until the breaking point is in plain sight. Were tire makers to relax their efforts to improve the design and construction of their product, even for a day, disaster would overtake and overwhelm them. It is kept away only by unceasing efforts.

For the pleasure automobile, at least, the air-filled tire is the only one possible. Were its shortcomings greater than they are this would still be the conclusion of all concerned in the manufacture, sale and use of motor vehicles. The locomotive's steel-tired wheels are possible only because they run on smooth rails. The pneumatic tire takes the place of these rails, and acts as a buffer to intercept the shocks consequent upon passing at speed over a rough and uneven road bed. Were no buffer interposed, the vibration caused by the engine working at high speed, combined with the road shocks, the running gear would be shaken to pieces and the occupants of the car would be subjected to unendurable vibration and discomfort. Given a perfect road bed, tires of solid rubber—perhaps even of steel—might answer fairly well. The Glidden tourists, for example, found their steel-flanged car very comfortable on steel rails; as comfortable, probably, as a Pullman drawing-room car; but when they left the rails they resumed the use of tires filled with air.

A Notable Recruit

HAVING well passed the period of experimentation, the automobile industry is entering upon a new phase in its history. It may well be termed the expansion stage, the expansion being in all directions. The need of accessions to the ranks of the men engaged in the various branches of the industry is acknowledged. No want remains long unfilled, and this one is now being supplied. The recruits are chiefly a desirable class—strong men, who have made a success in other lines of business and who, seeing in the new industry a chance to utilize their ability and money, and being convinced, on investigation, that the business is a sound one, are embarking in it with confidence.

One of this type of men is the subject of the accompanying illustration—W. J. Maddox, the president of the reorganized and strongly-financed Duquesne Con-



W. J. MADDOX

struction Co., of Jamestown, N. Y. Mr. Maddox is no stranger in the manufacturing field. He is the head of the Maddox Table Company, the largest manufacturer of high-class library and office tables in America. He has the reputation of building better tables faster than any of his competitors. A table a minute—3,600 a week—is the output of his factory at Jamestown. The same ability and methods that built up the table business are now to be applied to automobile building.

Mr. Maddox is not only one of the largest stockholders in the Duquesne Construction Co., but takes an active interest in the management of its big factory. He is also an enthusiastic motorist, and it was this that first attracted his attention to the industry.

New White Branch for Boston

WITHIN the past week negotiations were carried to a successful conclusion, as a result of which the Boston branch of the White Sewing Machine Co. will soon be adequately housed. The commodious building, located at 320 Newbury street, corner of Hereford street, was purchased by the Cleveland concern, and will at once be converted into a salesroom and garage. Here, the genial George H. Lowe, long the New England manager of the White Co., will hold forth and spread even more widely the White steam car gospel.

It has been known that the White Co. has been looking for a suitable place for a long time. The present premises at Tremont and Berkeley streets were inde-



WHERE WHITES WILL BE SOLD

quate and not particularly well-located. Both defects will be overcome when the change is made. The new building is of brick with granite facings, and embraces three stories and basement. It has a frontage on Newbury street of about 116 feet, running back 70 feet.

This property was secured after a search of over a year for a suitable garage, and is the selection made after a thorough examination of several of the most prominent properties in the Back Bay. This choice is believed to be an exceedingly desirable one, as it is the general opinion among Boston motorists that the future trend of the automobile industry and a well-equipped garage will be toward the Back Bay and suburban districts. Plans are already in the hands of the architect, and work of remodeling and renovating the building is well in

hand. The contractors and architect expect to have the building ready for occupancy by March 1, and Manager Lowe hopes to be thoroughly installed in his new quarters before the commencement of the Boston Show, March 14.

The basement and first floor will be utilized for storage purposes, waiting rooms, etc., while on the second floor are the various offices, reception rooms and salesroom. The top floor will be used for storage purposes and light repairs. Electric passenger and freight elevators will connect the several floors. In the reconstruction of this building special attention has been given to the comforts and care of motorists and their cars, and all modern appliances and conveniences will be installed.

The cost of the building as it now stands is said to be close to one hundred thousand dollars, and it is stated that over fifteen thousand dollars will be expended on the fittings and remodeling.

French Constructional Tendencies Analyzed

CONSTRUCTIONAL tendencies in French automobile building are revealed in some valuable and interesting figures compiled by Comte Mortimer Megret, a Parisian journalist, who bases his data on the Paris Salon.

M. Megret finds that 56 per cent. of the cars staged are over 20-hp., the general rise in power being shown by the fact that the proportion in 1903 was only 21 per cent. The atmospheric inlet valve, though it has practically disappeared from high-class cars, apparently still retains a considerable measure of popularity among the smaller makers of the Continent, as it is to be seen on 27 per cent. of the exhibits, as compared with 33 per cent. in 1903. Ignition by coil and accumulators has fallen from 72 per cent. to 16 per cent., and high-tension magneto, which is largely taking its place, has risen from 6 per cent. to 36 per cent. Low tension magneto is evidently increasing in popularity, as the proportion of cars fitted with this system has risen from 22 per cent. in 1903 to 44 per cent. in the present year.

The impression is that the metal to metal type of clutch was slightly less common than last year, but the compiler of these statistics states that the leather-covered cone clutch has fallen from 90 per cent. to 78 per cent. of the whole. The future of the metal to metal clutch would seem to depend on the results obtained in ordinary use with the disc type of clutch, which several firms are introducing. The propeller shaft transmission has gained slightly on its rival the chain, so far as the cars at the show are concerned, 51 per cent. of the exhibits employing this system, as compared with 47 per cent. in 1903.

AUTOMOBILES are to be used between Las Cuevas, the Argentine terminus of the Trans-Andean Railway, and Guardia Vieja, on the Chilean side, where the train is taken for Santiago and Valparaiso. Ten autos capable of carrying ten passengers each have been ordered. They are expected to cover the distance of seventeen kilometers in three hours, thus reducing the time for the entire trip from Buenos Ayres to Chili to thirty-seven hours.

AUTOMOBILE TOPICS



At Palm Beach, the past week, there has been a great gathering of society people, many of whom came over from Ormond at the conclusion of the automobile races. About a dozen private cars were side tracked at Palm Beach, among them being that of Mr. William K. Vanderbilt, Jr. Mrs. Vanderbilt was with her husband, and, needless to say, the other women watched

with much interest her various changes of costume. One of her favorite gowns was of red broadcloth, while at dinner she wore a white Princess gown, with large picture hat of black. Mrs. E. R. Thomas, Comtesse de Castelménardo and Miss Julia Cutting were some of the other prominent society women there.

MR. JAMES HENRY SMITH, who was to give a ball this Winter, has decided to change his plans, and instead he will take a party of friends to New Orleans in his private car for the Mardi Gras festivities. He will stop at Palm Beach, where he will be joined by the Duke and Duchess of Manchester. The party will include Mr. and Mrs. George Gould, Mr. and Mrs. W. Rhinelander Stewart and Miss Anita Stewart. Last Saturday's social events at Palm Beach included a luncheon given at Whitehall by Mr. and Mrs. Henry M. Flagler. Among the guests were Mrs. Herman Oelrichs, Mr. and Mrs. Charles A. Childs, Mr. George Crocker, of New York; Mr. Henry Walters, of Baltimore; Mrs. J. C. Wise, of Macon; Mrs. Bernard York, Mr. and Mrs. J. D. MacLennan, of Cleveland; Mr. and Mrs. William R. Kenan, Jr., of Lockport, N. Y., and Mr. Edward Gray, of Boston.

THERE were several dinner parties at the Beach Club, Saturday night, among them one by Mr. and Mrs. David Calhoun, of St. Louis, who take an active part in the social life every Winter. This dinner was for some of the young brides, and the table was trimmed appropriately with a profusion of flowers. Some of those present were Mr. and Mrs. Frank L. Schoonmaker and Mr. William Babcock Dowd, of New York; Mr. and Mrs. John C. King, of Chicago. Mrs. Calhoun wears strikingly handsome gowns, and is said by some to be the best dressed young woman at Palm Beach. Recent arrivals from New York at Palm Beach include Mrs. Robert C. Watson, Mr. and Mrs. Oakleigh Thorne, Mr. W. H. Chesebrough, Mr. and Mrs. Robert M. Chesebrough, Mr. and Mrs. George E. Worthington, Mr. and Mrs. John L. Sprague, Mr. John Russell Hope, Mr. John H. Shults, Mr. and Mrs. St. John Wood, Mr. Louis F. Bond, Mr. H. D. Topping, Mr. John R. Suydam, Mr. Frank M. Lawrence, Col. William Hester, Mr. John S. Sinclair, Mr. James I. Raymond, Mrs. L. Jacquelin Smith, Miss Gladys Smith, Mr. and Mrs. Frederick C. Whitney, Mr. and Mrs. Darwin P. Kingsley, Miss Acosta, Mr. Peter Reid, Miss Reid and Mr. Charles H. Dale.

MR. LARZ ANDERSON has gone over from his home in Brookline, Mass., to Washington to attend to the final arrangements, which will enable him and Mrs. Anderson to move into their new home about the middle of the month. The house, which is the talk of Washington, is very large and divided into sections. Mr. Anderson has taken several of his automobiles with him to Washington.



FROM now until Summer comes there will be busy times at the Fisk factory at Chicopee Falls, Mass. The sales department has done its work in a most gratifying manner, and it is now "up to" the manufacturing end to turn out the goods at the desired rate. To do so the works last week began to run twenty-two hours per day, and will keep it up until the bulk of the orders have been filled.

It is noteworthy that this state of affairs prevails notwithstanding the Fisk Co. has greatly increased its manufacturing facilities. It was only last month that it took possession of a new four-story addition to the plant, measuring 45x120 feet. At the same time they moved into their new shipping and office building, which is a three-story structure, 87x45 feet, the office occupying one of the floors. The original factory building, which is, of course, still in use, is of three stories, 50x150 feet.

FOR several weeks the big plant of the Electric Vehicle Co., at Hartford, has been under surveillance by a Pacific Coast tradesman. He is Bert Saunders, of the West Coast, and he has been giving attention to the manufacture and assembly of Columbia gasoline cars, for which the West Coast Motor Car Co. is California agent.

Saunders says that cars must be good to sell and give satisfaction in California, and particularly around San Francisco, where the roads are none too good and where thirty per cent. grades are common. "Some very severe roads are encountered even in the city of San Francisco itself," he says, "but Los Angeles is an ideal touring ground, and a number of Eastern people spending



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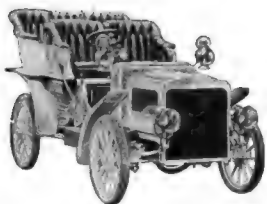
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In track races and hill-climbing contests,

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Aside from the important features of the maximum satisfaction to be obtained from the WHITE, is the consideration of *maximum value for money expended.*

Send for Bulletin No. 8, which describes, in readable style, four years of White successes.

WHITE SEWING MACHINE COMPANY

Cleveland, Ohio

the Winter there are buyings cars for use while there, as well as the native Californians."

Of non-skidding devices there are a plenty on the market, but few of them are without obvious disadvantages. The problem presented to designers is one of considerable difficulty. The device should form an integral part of the tire, or come as near to it as possible, if the best results are to be obtained.

In the I-C tread, made by the Ireson Leather & Export Co., 148 High street, Boston, Mass., these qualities are claimed to have been obtained in a decidedly interesting and original manner. Three years exhaustive use have demonstrated the practicability and durability of the tread, and its adaptability to all classes of cars.

The I-C tread is composed of a grade of leather which possesses qualities rendering it as elastic and flexible as rubber, but with much more frictional endurance, combining at once the qualities of resiliency, durability and cohesion requisite for producing a long-lived pneumatic tire, either for road or track work. It is attached to the surface of the tire in such a manner that it becomes inseparable therefrom, and protects the tire from all surface cutting and depreciation and from danger of puncture, skidding and heating, as the life of the leather is not injured either by heat or acid vulcanization.

The device can be applied to old as well as to new tires. It is furnished in both American and metric sizes.

As a substitute for a pit, a device invented by L. A. Casgrain, of Winchester, Mass., is being placed on the market by the Autobed Company, Beverly, Mass. It is styled the Autobed, and is made in three sizes, to take different weight cars. By its use a carriage of any size or weight may be lifted automatically from the floor by its own momentum, and without any exertion on

Mention "Automobile Topics" when writing.

the part of the driver, other than steering the car over it.

The Autobed consists of a frame of steel tubing carrying the supporting stands, and which, when not in use, rests on castors. The frame is so shaped that the incoming vehicle accurately centers the bed beneath it by an ingenious arrangement. When the car is on the Autobed it is possible to examine easily the condition of the steering gear, and any defect in bearings and differential can be easily detected. It is also possible to inspect and try the engine under load by applying the brake, which will give a perfect test of the engine, the carburetor, clutches and brakes, and at this time tires can be inspected at a glance and removed, if necessary.

IN order to properly look after sales of White cars, E. C. Johnson has joined the forces of the Quaker City Automobile Co., the Philadelphia agents of the White Sewing Machine Co. He will confine his efforts to the White end of the business. Having had charge of the White exhibit at St. Louis last year, Johnson is well fitted for this new line of work, even although he is new to the Eastern part of the country. His acquaintance in the trade is considerable and has been added to by his connection with the three race meets run at St. Louis last Summer, for which he acted as starter. Johnson is also one of the old cycle racing brigade.

WHATEVER may be the case in the future, shipments of tires in carload lots are sufficiently out of the ordinary to call for more than passing comment. If proof were needed of the remarkable popularity of the perfected Dunlop, it is afforded by the wholesale fashion in which they are issuing from the factory at Hartford. Within twenty-eight days no less than seven carloads of this type of tire alone have been shipped, and the season is only just beginning.

If the FISK had Failed

to "Make Good"

You would not now be hearing so much about

MECHANICALLY FASTENED TIRES

NOTE THE
CUSHION



IT was the first tire of the sort—the first REAL automobile tire—and its remarkable success is what has caused the world to "sit up and take notice." The fact is perfectly obvious to all who use their brains to think with, and conveys a world of significance.

Let us send you a copy of our booklet.
It's full of "meat."

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ATLANTA, 103 N. Pryor St.
SYRACUSE, 621 So. Clinton St.
BUFFALO, 893 Main St.
CLEVELAND, 318 Euclid Ave.
DETROIT, 254 Jefferson Ave.
CHICAGO, 1251 Michigan Ave.
ST. LOUIS, 398 Olive St.
OMAHA, 1116 Farnum St.

Eastern Sales Office

754-6 Seventh Ave., New York

KANSAS CITY, 1330 Main St.
MINNEAPOLIS, 704 Hennepin Ave.
DENVER, 1534 Glenarm St.
SAN FRANCISCO, 114 Second St.
LOS ANGELES, 1034 So. Main St.
MONTREAL, CANADA.
LONDON, ENGLAND.

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IT SHOWS THE SPEED



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Q Why not write us, and let us submit your designs.

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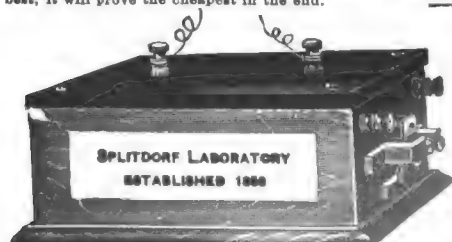
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IN the early days of the automobile industry the tire problem was even a greater one than now, for the reason that cushion and solid rubber tires were unsatisfactory, and air-filled ones were used only on bicycles and other lightweight vehicles. It was this condition of affairs that caused the Diamond Rubber Company to turn its attention to the making of a tire that would meet the needs of automobile makers, and the result was the production of what are claimed to be the first pneumatic automobile tires made in America.

This, the original set of single-tube pneumatic tires, proved so satisfactory as compared with those which had up to that time been used, that an order for 100 sets was immediately placed by a concern now prominent, which was at the time just making a start in automobile manufacturing. By the next season the demand for these tires was very considerable, and other rubber manufacturers began producing motor tires.

ANYTHING more dainty and attractive than the new Cadillac catalogue it would be difficult to imagine. The front cover contains simply the word "Cadillac," with the company's trade-mark, the coat of arms of the famous voyager from whom the concern takes its name. The illustrations and text are printed on very heavy calendered paper, and describe in detail the company's extensive line of cars.

WITH characteristic enterprise, the Maxwell-Briscoe Company, Tarrytown, N. Y., are reaching out for foreign trade. They have a representative in London, I. C. Kirkham, who is looking for good British concerns to handle the Maxwell cars.

THE Premier Motor Manufacturing Co. have moved into their new quarters, Georgia and Shelby streets, Indianapolis, Ind.

HE ubiquity of the Oldsmobile is well known. Two Russians, now in this country, are themselves living proofs of it, for they have come here chiefly to visit the plants of the Olds Motor Company and obtain a better idea of the manufacturing processes required to produce them.

The visitors are M. Andrew Zemliczka and M. Nicolas Sommerfeld, both of Moscow. They are the head of the Olds Motor Works agency in Moscow, and went to Detroit to spend two weeks at the factory getting acquainted with the mechanical departments of the works. The two Russians were at the works in overalls and blue flannel shirts, watching the assembling of automobiles.

Speaking of the automobile business in Russia, M. Zemliczka said:

"It is growing fast. We have learned a great deal about the automobile by our trip to America, which will be of advantage to us when we go home. In Moscow there are already 150 automobiles, and—here is where our business thrives—just eighty of them are Oldsmobiles—over half, you see. Is not that a pretty good record? We have two establishments, a shop employing about thirty machinists, and a garage. The latter is located across from the general postoffice."

A SALESROOM for electric vehicles has been opened at 719 Main street, Buffalo, N. Y., by the National Storage Battery Company. Several makes of cars will be handled, all of them being equipped with National batteries.

A BRANCH office has been opened at 1251 Michigan Boulevard, Chicago, by the Swinehart Clincher Tire & Rubber Company, of Akron, O. A. G. Hendel, who represented the Swinehart Company in Minneapolis last year, is in charge as manager.

Hand Book of Gasoline Automobiles Issued for the Information of the Public who are interested in their Manufacture, Sale and Use

THIS NEW EDITION of this handsomely bound and artistically printed book, containing illustrations of about 125 gasoline cars, will be ready for mailing about February 1, 1906. The products of the principal manufacturers throughout the United States of America and the Importers of gasoline machines are shown by illustrations and specifications. These specifications form a series of the leading questions that arise in the mind of the purchaser, with the answers thereto in red ink. The questions being uniform, the ease of comparison is obvious and the purchaser is enabled to select the machines which are best suited to the service required, to his personal taste, or the means at his command. The 1904 edition is now out of print.

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have stood the test of time and have been proven absolutely accurate and reliable. Specify one on your car; thereby obtaining the best.

New Catalogue, containing full particulars, upon request.

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AND STORAGE CO.**

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The "Geecee" Dry Battery

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Size 2½ in. x 6 in.

A Battery that has been time-tested and tried. Noted for its long life. Is steady, durable and reliable. The only Battery in America made with as high amperage and voltage.

Particular attention given to manufacturing special shapes and sizes in quantities to order.

The

G. & C. Dry Battery Mfg. Co.

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New York City

Two real novelties have been brought out by E. J. Willis, the well-known jobber, of this city. The first is a device for measuring grades, called the Yankee Grade Meter, and the second is a non-vibrating steering wheel. The meter is a circular-shaped affair, with a dial numbered for both up and down grades. The hand on the dial is actuated by a weight, which, together with the dial itself, rests in a body of glycerine. The meter is attached to the dash of a car, or other convenient place, and its deflection from the perpendicular sets the weight in operation, through a series of gears, and causes the hand to indicate the gradient.

The non-vibrating steering wheel is an ingenious contrivance. In place of the usual spokes connecting the rim of the wheel with the center, two circular plates of hard rubber are used, with a piece of heavy sole leather, also circular in shape, placed between them. Laterally the wheel is perfectly rigid, and it can be turned in either direction without any lost motion developing. Up and down, however, it is elastic, and the road shocks are absorbed by the rubber plates before reaching the outer rim, thereby insuring the driver freedom from the constant vibration that is otherwise experienced.

The Willis Company also shows an extensive line of mufflers, jacks, terminals, horns, lamps, clothing, etc.

BROOKLYN motorists have been favored with a sight of the Pope-Toledo Pullman car, which was exhibited at the Paris Salon. It has been on view this week at the store of A. G. Southworth, the Pope agent in the City of Churches.



Mention "Automobile Topics" when writing.

Coming Events

At Home

Feb. 8.—First annual Cuban Automobile and Floral Carnival.

Show Dates

Detroit Automobile Show, February 13 to 18.

Cleveland Automobile Show, Feb. 20 to 25.

Boston Automobile Show, March 14 to 18.

Boston Importers' Salon, March 13 to 18.

Washington Automobile Show, March 27 to April 5.

Toronto Automobile Show, February 27 to March 4.

National Motor Boat and Sportsman's Show, February 21 to March 9.

Abroad

February 4-19.—Berlin Automobile Salon.

February 10-18.—Olympia Automobile Exhibition.

March 15.—Copenhagen Automobile Exhibition.

March 18-25.—Agricultural Hall Exhibition.

March 10.—Tour de France.

April 2-16.—Monaco Meeting.

April 14-23.—Nice A. C. Meeting

April (late).—Mediterranean Cup Race.

June (early).—Kiel fortnight.

July 15.—Motor Boat Contest from Calais to London.

July (late).—Ostend Week: Motor Boat Races.

August 6-8.—Paris-to-the-Sea.

August 10.—Gaston Menier Cup Race, Trouville.

August 11.—Drexel Trophy Race, Trouville.

August 20.—British International Cup Race.

September 9-11.—Probable date of Lucerne Regatta.

1905 RICHARD-BRASIER CARS

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Truflant Suspension on Front and Rear Springs.

Direct Start from Starting Device to Crankshaft.

Efficient Dust Laying Device.

Ball Bearings in Front and Rear Axles, Clutch Steering and Gear Box.

Automatic Carburetor with Special Heating Device.

These are a few of the features on these two new Models.

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CHICAGO AGENTS:
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THE DUQUESNE CAR

Four-cylinder (vertical tandem) air cooled. Starts from the seat *every time.*

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FEBRUARY 21st to MARCH 9th, 1905

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WE HAVE THEM

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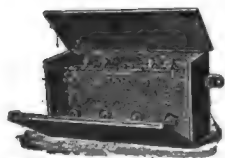
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HIGH GRADE LAMPS.**
AMESBURY, MASS.

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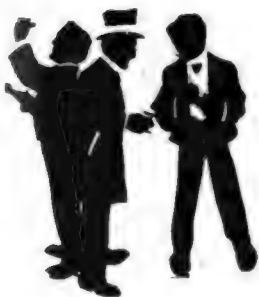
SPEED TABLE

USEFUL FOR AUTO RACES

The fraction of the second is always reckoned at the $\frac{1}{4}$ above the actual fraction.
The fraction of the foot is reckoned at the nearest $\frac{1}{4}$.

8 miles per hour equals			Per Mile.	Per Second.	58 miles per hour equals			Per Mile.	Per Second.
15	"	"	4 m.	11 $\frac{1}{4}$ ft.	59	"	"	1 m. 2 $\frac{1}{4}$ s.	84 $\frac{1}{4}$ ft.
16	"	"	3 m. 45 s.	22 ft.	60	"	"	1 m. 1 $\frac{1}{2}$ s.	86 $\frac{1}{4}$ ft.
17	"	"	3 m. 31 $\frac{1}{2}$ s.	23 $\frac{1}{2}$ ft.	61	"	"	1 m.	88 ft.
18	"	"	3 m. 20 s.	25 ft.	62	"	"	59 s.	89 $\frac{1}{2}$ ft.
19	"	"	3 m. 9 $\frac{3}{4}$ s.	26 $\frac{1}{2}$ ft.	63	"	"	58 $\frac{1}{2}$ s.	90 $\frac{3}{4}$ ft.
20	"	"	3 m.	28 ft.	64	"	"	57 $\frac{1}{2}$ s.	92 $\frac{1}{4}$ ft.
21	"	"	2 m. 51 $\frac{1}{2}$ s.	29 $\frac{1}{2}$ ft.	65	"	"	56 $\frac{1}{2}$ s.	94 ft.
22	"	"	2 m. 43 $\frac{1}{2}$ s.	31 ft.	66	"	"	55 $\frac{1}{2}$ s.	95 $\frac{1}{4}$ ft.
23	"	"	2 m. 36 $\frac{1}{2}$ s.	32 $\frac{1}{4}$ ft.	67	"	"	54 $\frac{1}{2}$ s.	96 $\frac{1}{2}$ ft.
24	"	"	2 m. 30 s.	33 $\frac{1}{4}$ ft.	68	"	"	53 $\frac{1}{2}$ s.	98 $\frac{1}{4}$ ft.
25	"	"	2 m. 24 s.	35 $\frac{1}{4}$ ft.	69	"	"	53 s.	99 $\frac{1}{2}$ ft.
26	"	"	2 m. 24 s.	36 $\frac{1}{4}$ ft.	70	"	"	52 $\frac{1}{2}$ s.	101 $\frac{1}{4}$ ft.
27	"	"	2 m. 18 $\frac{1}{2}$ s.	38 $\frac{1}{4}$ ft.	71	"	"	51 $\frac{1}{2}$ s.	103 ft.
28	"	"	2 m. 13 $\frac{1}{2}$ s.	39 $\frac{1}{4}$ ft.	72	"	"	50 $\frac{1}{2}$ s.	104 $\frac{1}{2}$ ft.
29	"	"	2 m. 8 $\frac{1}{2}$ s.	41 ft.	73	"	"	50 s.	106 $\frac{1}{4}$ ft.
30	"	"	2 m. 4 $\frac{1}{2}$ s.	42 $\frac{1}{2}$ ft.	74	"	"	49 $\frac{1}{2}$ s.	108 $\frac{1}{4}$ ft.
31	"	"	2 m.	44 ft.	75	"	"	48 $\frac{1}{2}$ s.	108 $\frac{3}{4}$ ft.
32	"	"	1 m. 56 $\frac{1}{2}$ s.	45 $\frac{1}{2}$ ft.	76	"	"	48 s.	110 ft.
33	"	"	1 m. 52 $\frac{1}{2}$ s.	46 $\frac{1}{2}$ ft.	77	"	"	47 $\frac{1}{2}$ s.	111 $\frac{1}{4}$ ft.
34	"	"	1 m. 49 $\frac{1}{2}$ s.	48 $\frac{1}{2}$ ft.	78	"	"	47 s.	112 $\frac{1}{2}$ ft.
35	"	"	1 m. 45 $\frac{1}{2}$ s.	49 $\frac{1}{2}$ ft.	79	"	"	46 $\frac{1}{2}$ s.	114 $\frac{1}{4}$ ft.
36	"	"	1 m. 42 $\frac{1}{2}$ s.	50 ft.	80	"	"	46 s.	115 $\frac{1}{2}$ ft.
37	"	"	1 m. 40 s.	51 $\frac{1}{4}$ ft.	81	"	"	45 $\frac{1}{2}$ s.	117 $\frac{1}{4}$ ft.
38	"	"	1 m. 40 s.	52 $\frac{1}{4}$ ft.	82	"	"	45 s.	119 ft.
39	"	"	1 m. 37 $\frac{1}{2}$ s.	53 $\frac{1}{4}$ ft.	83	"	"	44 $\frac{1}{2}$ s.	120 $\frac{1}{2}$ ft.
40	"	"	1 m. 34 $\frac{1}{2}$ s.	54 ft.	84	"	"	44 s.	121 $\frac{1}{4}$ ft.
41	"	"	1 m. 32 $\frac{1}{2}$ s.	55 $\frac{1}{4}$ ft.	85	"	"	43 $\frac{1}{2}$ s.	122 $\frac{1}{2}$ ft.
42	"	"	1 m. 30 s.	57 $\frac{1}{4}$ ft.	86	"	"	43 s.	124 $\frac{1}{4}$ ft.
43	"	"	1 m. 30 s.	58 $\frac{1}{4}$ ft.	87	"	"	42 $\frac{1}{2}$ s.	126 $\frac{1}{4}$ ft.
44	"	"	1 m. 27 $\frac{1}{2}$ s.	60 $\frac{1}{4}$ ft.	88	"	"	42 s.	127 $\frac{1}{2}$ ft.
45	"	"	1 m. 25 $\frac{1}{2}$ s.	61 $\frac{1}{2}$ ft.	89	"	"	41 $\frac{1}{2}$ s.	128 $\frac{1}{4}$ ft.
46	"	"	1 m. 23 $\frac{1}{2}$ s.	63 $\frac{1}{4}$ ft.	90	"	"	41 s.	130 $\frac{1}{4}$ ft.
47	"	"	1 m. 21 $\frac{1}{2}$ s.	64 $\frac{1}{2}$ ft.	91	"	"	40 $\frac{1}{2}$ s.	132 $\frac{1}{4}$ ft.
48	"	"	1 m. 20 s.	66 ft.	92	"	"	39 $\frac{1}{2}$ s.	133 $\frac{1}{2}$ ft.
49	"	"	1 m. 18 $\frac{1}{2}$ s.	67 $\frac{1}{2}$ ft.	93	"	"	39 s.	134 $\frac{1}{2}$ ft.
50	"	"	1 m. 16 $\frac{1}{2}$ s.	69 ft.	94	"	"	38 $\frac{1}{2}$ s.	136 ft.
51	"	"	1 m. 15 s.	70 $\frac{1}{2}$ ft.	95	"	"	38 s.	137 $\frac{1}{2}$ ft.
52	"	"	1 m. 13 $\frac{1}{2}$ s.	71 $\frac{1}{4}$ ft.	96	"	"	37 $\frac{1}{2}$ s.	139 ft.
53	"	"	1 m. 12 s.	73 $\frac{1}{4}$ ft.	97	"	"	37 s.	140 $\frac{1}{2}$ ft.
54	"	"	1 m. 10 $\frac{1}{2}$ s.	74 $\frac{1}{4}$ ft.	98	"	"	36 $\frac{1}{2}$ s.	142 ft.
55	"	"	1 m. 9 $\frac{1}{2}$ s.	76 $\frac{1}{4}$ ft.	99	"	"	36 s.	143 $\frac{1}{2}$ ft.
56	"	"	1 m. 7 $\frac{1}{2}$ s.	78 ft.	100	"	"	35 $\frac{1}{2}$ s.	145 ft.
57	"	"	1 m. 6 $\frac{1}{2}$ s.	79 $\frac{1}{4}$ ft.				35 s.	146 $\frac{1}{2}$ ft.
58	"	"	1 m. 5 $\frac{1}{2}$ s.	81 ft.					
59	"	"	1 m. 4 $\frac{1}{2}$ s.	82 $\frac{1}{4}$ ft.					
60	"	"	1 m. 3 $\frac{1}{2}$ s.	83 $\frac{1}{2}$ ft.					

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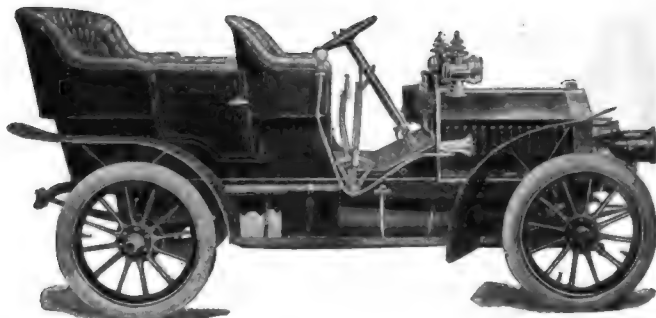
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Features:

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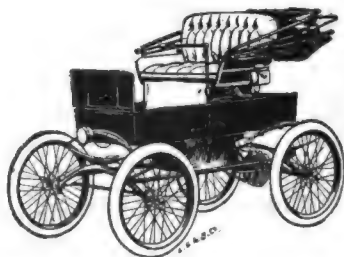
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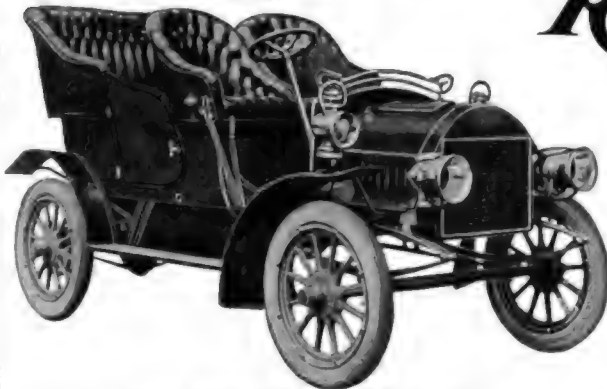


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16 h. p. (and lots to spare);
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EASY SELLERS, because people who know Automobiles can see at first glance that the Reliance is a good car, while novices pick the Reliance because it "looks good to them" for the money; in fact, with purchasers of any class it's "the car too good for the price."

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We build it all ourselves; we **KNOW** it's right.

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This the famous Elmore Pathfinder which has demonstrated beyond a doubt the superiority of the two-cycle engine over the four-cycle engine. The most significant feature of the American Automobile situation to-day is the complete triumph of this impulse-every-revolution idea, or with two cylinders, two impulses every revolution as exemplified in the Elmore. That the Elmore does produce a constant torque; that it does utilize every particle of power and put a stop to waste energy; that it will take the steepest hill or roughest road at high speed; and that it has the most reliable self-starting engine in the world—for each and every one of these claims overwhelming proof has been produced.

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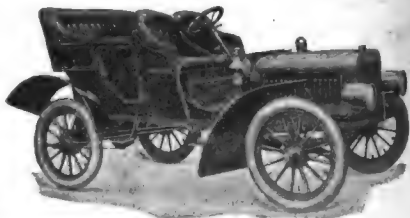


The Stars of the Show

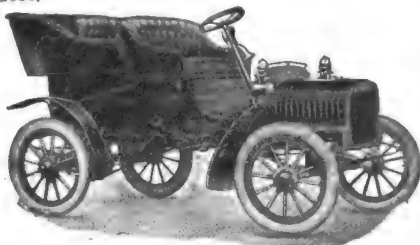
Again the *Ford Cars* held the "center of the stage" at the Chicago show. Experienced motorists were enthusiastic in praise of Henry Ford's advanced ideas and the universal query "What has Ford this year?" emphasized the fact that the Automobile world looks to Henry Ford for the ultimate perfection of motor driven vehicles.

For 1905 we have the FORD MODEL "B" with a four-cylinder (vertical) engine, extra long wheel base, side entrance tonneau, direct drive, and an absolutely new and original idea in driving construction. Weight is 1700 lbs., and as the engine develops more than 20 H. P., it gives the car more power for its weight than any Automobile of similar type.

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made the mile in 38 seconds; kilo-
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Not one Diamond tire was blown out, wrenched from
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**BECAUSE "THEY ARE SO GOOD
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THEM OFF"**

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Locomobile Gasolene Cars

have always given absolute satisfaction to their users. One reason for this is the employment of specially selected material for each and every part of the car. Locomobile Catalogue for 1905 is full of facts, no glittering generalities. It tells you what you want to know. Profusely illustrated. Mailed free on application.

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State Society Expected. Address D-2, Care 1111
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Write for particulars, stating condition of
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Oldsmobile

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We all like variety, we like to have some experience with all automobiles, but the Oldsmobile owner, if he ever takes up another type of machine, usually retains his Oldsmobile or buys another one at no very distant date. In the light car line, our machines are typical motor cars, and from \$650 to \$1400, we can supply a car which will surely suit not only your requirements, but your pocketbook. To our old users the word Oldsmobile spells not only economy but utility and reliability. The quickest way to discover the truth of our assertions is to own one of our cars. Here is our complete line. Can we not send you a catalogue and full information?

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Our four-cylinder cars thoroughly tested during the past two years. You are taking no chances in buying an experimental car from us. Each order practically an individual car made for each individual customer.

Write for our large 1905 catalogue.

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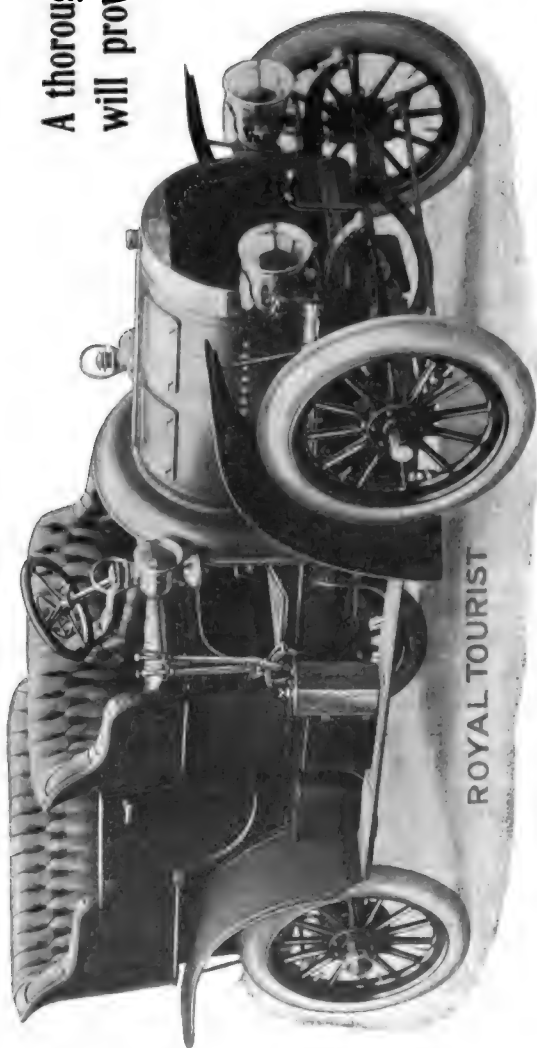
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\$3,000.00 "TRUE BLUE" \$3,000.00



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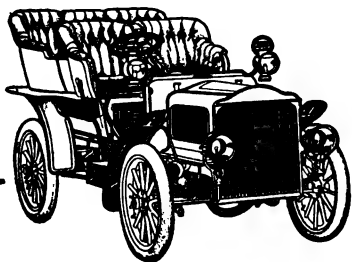
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Shows.

Or write Dept. 4 for
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32-38 H. P.—Guaranteed—2,500 Lbs.

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15 H.P. WHITE

(Stripped and provided with wind shield)

AT ORMOND, FLA.

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1 Mile 53 seconds
1 Kilometer 32 4-5 seconds

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(851-1432 pounds)

First in One Mile Race

Time, 51 4-5 seconds

First in One Kilometer Race

WHITE SEWING MACHINE COMPANY
CLEVELAND, OHIO

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The Duquesne Touring Car

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NO QUADRANTS

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You know the price—"HALF OF THIRTY-FIVE"

Duquesne Construction Co., Mrs.

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Now on Exhibition.—Demonstrations by appointment with 20 H. P. or 30 H. P. Model.

Truffault Suspension
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Springs.

Direct Start from
Starting Device to
Crankshaft.

Efficient Dust Laying
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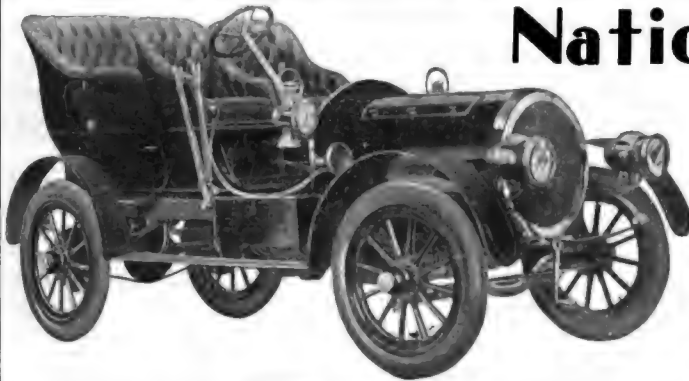
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These are a few of the features on these two new Models.

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"Goes the Route"

With NATIONALS You Lead - - Others Follow

Four cylinder 4½ x 6 vertical.
Bevel gear drive.
Double ball bearing slide gear transmission—direct on high.
Hardened steel gears.
Gear driven commutator.
Rear wheels revolve on double ball bearings on outside axle tube.
All weight taken off inner axle and differential.
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Pressed steel frame. Long wheel base. Engine and transmission on sub frame. Double steering connections.

National, Model C

Side entrances to detachable tonneau. Divided front. Five passengers. New round radiator. Oval hood. Dynamo, storage battery and dry cells.
Five lamps and gas generator. Horn and Storm apron. Tires, 34 x 4. Positive lubrication.
Luxuriously upholstered in leather.

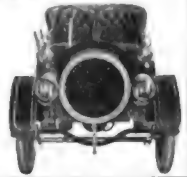
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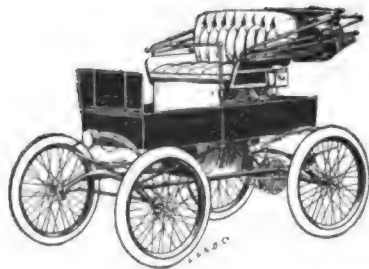
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*The Simplest to Run
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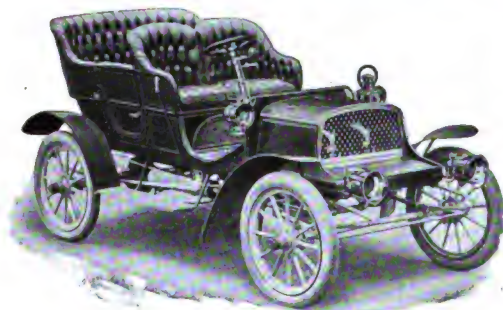
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FOUR CYLINDER
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The Natural Evolution of Mechanical Skill Guided by Practical Experience.



"THE QUALITY CAR"

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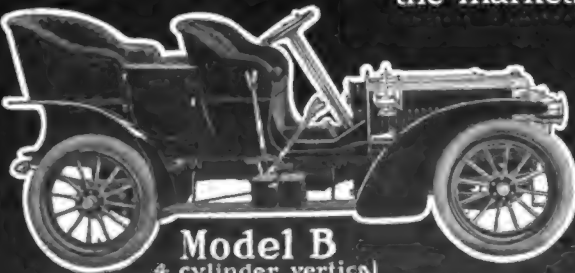


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Chas. Soules, in Pope-Toledo, fitted with G & J Thread Fabric Tires, won the 5-mile race for stock cars, \$2,751.00-\$4,000.00, time 5:13½; 5-mile race for stock cars, \$4,001.00-\$6,000.00, time 5:17½; and 10-mile race for stock cars, \$2,751.00-\$4,000.00, time 10:35½.

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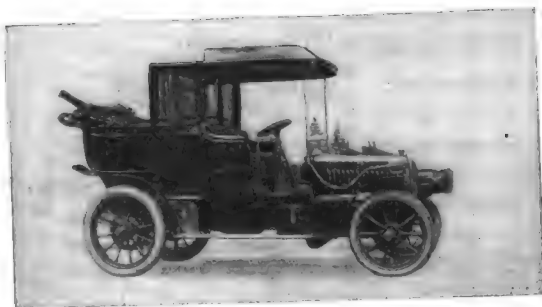
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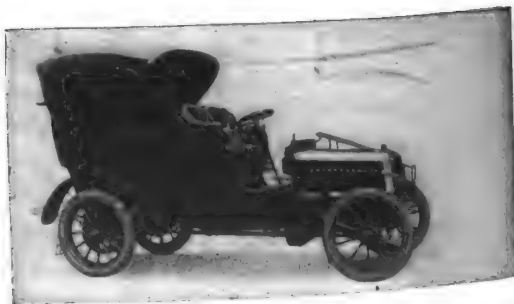
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Automobile Topics

Illustrated

VOL. IX.

FEBRUARY 18, 1905.

NO. 19

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GENERAL VIEW OF DETROIT SHOW

Automobile Topics

Illustrated.

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No. 19



country, yet, the reports from dealers everywhere show that the sales made have been better than usual for this season. It requires the warmth of real enthusiasm for a man to go about seeking demonstrations on snow-banked roads in an Arctic temperature, and yet there have been many such visiting the agents ever since show time.

AUTOMOBILE TOPICS

ONE of the most interesting and significant facts in connection with the purchases of motor vehicles this year is that the proportion of new users is much greater than ever and that many of them are from the ranks of those who a couple of years ago were scoffers and automobile haters. When one pauses to reflect upon the signs of the times the idea comes forcibly that 1905 will mark the turning of the tide of popular sentiment regarding motor cars. The most stupid bigots must this year begin to realize that the automobile is not merely a rich man's toy, but is a vehicle of such general virtue that its use is extending through all classes except the very poorest. Prejudiced legislators from the way-back districts will have only to watch the flow of traffic along the streets and roads to realize that the motor car is coming into universal use. Opposition ceases when it is perceived to be futile, and one risks little of his reputation as a prophet in predicting that the present year will be marked by much less antagonism toward the modern vehicle and kindlier feelings all around.

ONE consolation the retail dealers have had throughout the cold spell is that any man seeking a demonstration was a genuine buyer. They have not had to be on their guard against the free-ride grafters. It is not the season to seek demonstration trips for fun. What a pity it is that all temperatures are not blighting to this class of beats!

THIS is a rapid country and we want all the speed records to be held here, whether on land or water, on lake, bay or river, on track, road or beach, but we should insist that the times proclaimed to the world as records should be beyond impeachment. Human enthusiasm often overrides discretion and there are too many occasions on which the officials at races announce the making of a record when the timing has been imperfect and unofficial. The newspaper writers are prone to announce fast times as records, and officials should be very careful in their statements because there is nothing so discrediting as to learn that a "record" which has been heralded far and wide is worthless because of being apocryphal. There is no reason to doubt the honesty of the timers, nor to question the accuracy of the figures announced for some of the recent performances in the South, but the reports sent out are woefully lacking of any mention of the timing methods, the course measurements, the officials and the matter of official sanction. When the American Automobile Association is the ruling body it should be, this matter will be safeguarded. It should be a serious offense for a sportsman to consent to an announcement that any casual and uncertain performance by him is a record-breaking feat.

THERE seems to be a need for some members of the automobile trade in New York City to dabble a little more in politics and acquire a "pull." Perhaps then it would be as feasible for the snowbanks to be rolled away from Thirty-eighth street as from some of the other streets, where they do not so seriously interfere with business.

AUTOMOBILE TOPICS

A DARING feat was performed by a Bridgeport automobilist last Sunday, when the residents of that city were skating and driving sleighs on the ice of Long Island Sound. Even the oldest residents of Bridgeport—and that place has many of these—cannot remember when the ice extended so far from shore, yet the thickness of it was uncertain and those driving sleighs were cautious enough to keep near the land. The one automobilist who mingled with the throng, however, was after a record, and he got it by driving out to and around the Bridgeport light, which is a mile and a half from the shore.

ALWAYS thought the United States would regret it if it did not annex Cuba when it had a chance. Now, if Cuba was American territory the new record of 45 seconds for a mile on the road would be a real American record.

THERE is an immense amount of work to be done by the American Automobile Association and it must be done wisely, for the position of that organization never was more critical. The first meeting of the directors under the new leadership of President A. C. Lee was called for Friday of this week. This was too late for the account of it to appear in this issue of TOPICS, but it can be said that the officials came to New York impressed with the importance of the work ahead of them. Upon the doings at this meeting will depend largely the restoration of confidence in the organization. There are rumors of plans on the part of the American Motor League to interfere with the control of racing by the A. A. A. These are founded on nothing tangible, so far as can be learned, but it is well to bear in mind that the League has been steadily growing in size and strength, and it has not been weakened by the mismanagement so flagrantly exposed by the A. A. A. The control of important affairs must be in competent hands, and if those who hold it prove unequal to the task, others surely will arise to grasp the wheel and lay the course aright, whether it be the League or some new organization. The interests of those who compete in contests have become too great for them to be toyed with. The sport has grown and the question of its proper government is now a serious one.

ASSEMBLYMAN MERRITT, of St. Lawrence County, has introduced a bill in the New York State Legislature asking for an appropriation of \$5,000,000 for good roads improvement during 1905. This is more than it should be. Let us ask largely anyhow. Modesty suffereth long and gets left when it deals with legislatures.

A MOTOR car, as a politician, depends upon its "pull" for popularity.

THE sight of horses, with the Winter coats of hair given them by Nature clipped from them and the animals kept standing by benumbed coachmen outside a church on Sunday mornings in this zero weather, is not nearly so good an advertisement for Christianity as it is for the automobile.

Proposes Law to Force Sales of Speedometers

SOME manufacturers wait for customers to come to them and try to create a demand by advertising. These methods are slow. Last Friday at Albany, N. Y., James J. Nugent, who appears in the legislative directory as "business agent," but who denies having any personal or financial interest in such instruments, introduced a bill in the Assembly providing for heavy fines for autoists who refuse to attach a speed regulator to their machines. These indicators must show that the vehicle is traveling at the rate of not more than a mile in three minutes, or the owner or chauffeur or both are liable to arrest.

Two More Connecticut Bills

ALTHOUGH all rubber-tired vehicles are required to carry lights after dark, in Connecticut, a bill was introduced in the Legislature of that State last week singling out motor vehicles and making them amenable to such a statute.

The bill was one of two measures introduced by Senator Atwood, of the Sixth District. The first provides for the return to the Secretary of State for cancellation an owners' certificate of a motor vehicle in the event of its being sold to other parties and the issuing of a new certificate bearing the same number covering another automobile, on the application of said owner. The other provides for the display of lights on all motor vehicles between 7 p. m. and 5 a. m., and a penalty of not more than \$5 for violation.

The English Show

A GREAT success is being scored by the English show, which opened last week in the Olympia, London.

The cars exhibited show that the British makers, as well as the Americans, have passed the experimental stage and have made great progress in their designing. The most notable fact in connection with the show is, however, that most of the exhibitors are British manufacturers. A few years ago most of the exhibits at the English shows were of foreign manufacture.

The exhibition as a whole indicates that there has grown up a British automobile industry that is making cars for home consumption.

Philadelphia Dealers Incorporated

A CHARTER has been granted to the Philadelphia Automobile Trade Association by Judge Bregy, of the Common Pleas Court.

The directors are: Albert E. Maltby, 111 West Sharpnack street, Germantown; William Morgan, Ardmore; Percy L. Neel, Sixteenth and Master streets; Robert D. Garden, 4413 Chestnut street, and Charles A. Godshalk, the Flanders. Albert E. Maltby, one of the incorporators, is president of the association, and the Philadelphia representative of the Winton Motor Carriage Company.

Colonel Pope Protests

COL. ALBERT A. POPE has added his voice to the chorus of protest against the plan of the French automobile club to run its Grand Prix race in conjunction with that for the Bennett Cup. Colonel Pope, who has entered a Pope-Toledo for the American team, has sent the following letter to President Dave H. Morris, of the Automobile Club of America:

"DEAR SIR: Permit me to thoroughly commend the course taken by the Automobile Club of America in protesting against the plan of having the Grand Prix run over the same course and on the same day as the international cup race.

"When I entered our Pope-Toledo racer for this event it was done with the definite understanding that we were in possession of the rules and regulations governing entries and contestants for that race. I should, therefore, deem it eminently unfair to find our car racing under other conditions than those stipulated. I feel strong about this matter, but am sure that such action as has been taken by the Automobile Club of America and other clubs in Europe will have the desired result. Very truly yours, ALBERT A. POPE."

Bernin Goes to France to Drive

LIKE Alexander, M. G. Bernin, chauffeur for W. Gould Brokaw, having won his spurs, is sighing for more worlds to conquer. He has mailed his resignation to Mr. Brokaw, who is now attending his father, who is lying ill at Miami, Fla., and signed a contract to go to France to drive a Renault car in the elimination trials for the Bennett Cup races and also to drive in the Grand Prix race for cash prizes, which it has been planned to run at the same time as the cup race.

As the driver of Mr. Brokaw's racing cars, first his 30-hp. and then his 60-hp. Renault, Bernin has won a world-wide reputation. In this country he has been recognized as the only rival of Barney Oldfield at track racing, and the American champion himself has said that Bernin is the only man he ever recognized as dangerous.

During 1904 Bernin won twenty-one cups and trophies for Mr. Brokaw. He had signed to meet Oldfield in a series of races during the coming season, but these will have to be postponed until Fall, according to Bernin, who says that after the big races in Europe he will return to this country and race Oldfield or any other driver.

It has been decided to hold the annual Nice meeting in April instead of in February, as originally arranged. The new dates selected by the Automobile Club of Nice, with the different events scheduled, are as follows:

April 14 and 15, touring car trials; 16, battle of flowers for automobiles; 17, mile and kilometer speed tests and the Rothschild Cup; 18, De Caters Cup; 19, elegance competition at Monte Carlo; 22, paperchase; 23, the Provincial Cup competition.

The mile and kilometer speed tests will not be held on the extension of the Promenade des Anglais, as was the case last year, as the course is not in a sufficiently good condition, and the events will therefore be decided on the national road between Nice and Antibes.

Record Falls in Cuba's Initial Race Meeting

HAVANA, CUBA, February 15.—Success has been scored by the first international automobile racing tournament on Cuban soil.

A new record of 45 seconds for a mile on the road—supplanting the record of 46 seconds made by Augieres on the Dourdan road, France, which has stood ever since November 11, 1902—is a performance which sufficiently justified the first carnival held in Cuba, beginning last Sunday, and one which will make the affair memorable.

This new figure for the mile straightaway on a highway was established on the San Cristobal road, on Tuesday of this week, the third and last day of the tournament, by H. W. Fletcher, in his 80-hp. De Dietrich racer, the same car with which he won the Vanderbilt Cup and established a new record for fifty miles on the Ormond beach. On the Sunday prior to this the 100-mile race was run, and won by the car of E. J. Conill, president of the newly formed Cuban International Automobile Association, under the auspices of which the tournament was run. It was a popular victory, for Mr. Conill is a Cuban, and the driver of his car was a Cuban. The Americans were put out of the race by accidents.

On Monday there were some auto boat races, followed by short contests on the road on Tuesday.

Although there were not many races run, noteworthy or otherwise, and not many cars competed in the races, a big crowd attended them, and for a first attempt they were successful enough. Unfortunately, the races were preceded by an accident in the course of practice, just as were the races on the Florida beach, except that the accident in Cuba was not fatal. During the races, however, there were no casualties, and that the big race of 160 kilometers was run on Sunday without mishap speaks splendidly for the management of the affair. The Cuban accident occurred on February 10, and E. R. Thomas and E. E. Hawley were the victims.

The racing was done on the road of natural limestone, or calzada, of the Prado, or Cuban boulevard, which extends from Mariano, near Havana, to San Cristobal, a distance of fifty miles. It is of Government construction, and runs parallel with the sea coast from three to five miles inland. It is hard as flint, and very smooth, yet not enough so to make the traction poor. The only fault to be found with it is its narrowness, it being not more than fourteen feet wide in places, and nowhere more than thirty feet wide. The average width is about eighteen feet. Although the surface of the road is smooth nearly its whole length, it is not entirely level, but has several short, steep hills and some very sharp turns. The surface of the road is always covered with a lime dust that powders the drivers of motor cars until they look as if they played the leading rôle in a grist mill. This flour-like dust is easily brushed off, but it is very troublesome if it gets into the eyes, and close-fitting goggles were indispensable to all the drivers.

The racing began on Sunday with the race at 160 kilometers for the \$1,000 cup donated by the Havana municipal authorities. The distance was just about two-thirds of a mile less than 100 miles—exactly 99 36-100 miles—and the race was run over the full course, starting and finishing at the Havana end, with the turn at San Cristobal.

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At Mariano, the starting point, eight miles from Havana, two grand stands had been erected. They were capable of accommodating about 5,000 persons. These were filled with spectators, mostly natives. President Palma and members of his cabinet, with their families, occupied central boxes in these stands, and many distinguished guests had seats about the stand outside the boxes.

The course was policed by native soldiery, and a special constabulary mounted on bicycles. The sides of the road were thronged with tens of thousands of native spectators, resplendent in holiday attire, and the scene was wonderfully colorful. The skies were clear, and the pure white roadbed reflected the sunlight daz-



SCENE ON SAN CRISTOBAL ROAD WHERE RACES WERE RUN

zingly, except where the glare was softened by the shade of the palm trees at the road side, which sometimes grow so closely together that their broad leaves meet over the road and convert it into a beautiful bower, roofed by tropical foliage. With the green and brown of the palm leaves above and the milk-white road in the center, the bright-hued raiment of the populace speckled the scene into the resemblance of a kaleidoscope.

All traffic on the road on the day of the race was prohibited by order of the Government.

The news of the race at its various stages was reported at the grand stands

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by means of telephones, in a manner similar to that employed for the Vanderbilt Cup race on Long Island. When the news arrived it was repeated to the crowd through a megaphone, first in Spanish and then in English.

The race was run with a control at the turn at San Cristobal, and one of the conditions was that any car which did not reach the turning point in an hour and a half was to be considered out of the race.

The cars were started at intervals of ten minutes. There were five competitors in the race. Joe Tracy, driving the 30-hp. Renault recently purchased by Major C. J. S. Miller from W. Gould Brokaw, was the first away. Next was started H. W. Fletcher in the 80-hp. De Dietrich belonging to O. F. Thomas, of New York; then the 40-hp. Mercedes of Louis Marx, driven by Joseph Birk; then E. J. Conill's 60-hp. Mercedes, driven by Ernesto Carricaburn; and finally the 35-hp. De Dietrich of R. G. Mendoza, driven by H. A. Robinson.

The winning car of Carricaburn was the only one that made no stop except in the control at San Cristobal. At the turn, Tracy, with the little Renault of Major Miller, had the best of the argument, and was the favorite with the crowd. Tracy's run to San Cristobal justified this. He made the run in 51 minutes 22 3-5 seconds, as against 53 minutes 52 4-5 seconds for Mr. Conill's Mercedes. On the return trip the battery box was shaken off the Renault, and the mechanic who rode with Tracy held it in place for ten miles. Finally a stop was made to fix it with wire, and two miles from the finish a gasoline pipe broke, which Tracy held in place with a handkerchief. Two other stops cost at least three minutes, but the Renault was beaten only 1 minute 32 2-5 seconds by the Mercedes.

Robinson, in Mr. Mendoza's De Dietrich, stopped en route to give oil to H. W. Fletcher in Mr. Thomas' De Dietrich. The latter machine had one punctured tire on the outward journey, its time to San Cristobal being 59 minutes 22 seconds. On the return trip its oil tank became disconnected, hence the stop to borrow from another contestant. Major Miller protested the De Dietrich racer because of its being pushed across the starting line on account of its low gear being broken, and had the machine won it is doubtful whether it would have been awarded the trophy.

As the winning car finished, the gasoline overflowed on the muffler, and it crossed the line in a blaze. No damage was done, however.

There was tremendous enthusiasm when it became known that President Conill's car was the winner, the Cubans at the finish tape cheering themselves hoarse.

Among those in the grand stand were Mr. and Mrs. E. R. Thomas, the former with his arm in a sling and bandages on his head. Other New Yorkers at the line were Messrs. William Wallace, Rollin T. White, Paul Deming, A. A. Post and A. D. Proctor Smith.

The official times of the competitors were:

1. Ernest Carricaburn, E. J. Conill's 60-hp. Mercedes.....	1.50.53 3-5
2. Joseph Tracy, Maj. C. J. S. Miller's 30-hp. Renault.....	1.52.26
3. Joseph Birk, Louis Marx's 40-hp. Mercedes.....	2.34.00
4. H. A. Robinson, R. Mendoza's 40-hp. De Dietrich.....	2.42.00
5. H. W. Fletcher, O. F. Thomas' 80-hp. De Dietrich.....	3.20.00

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On Tuesday the program was made up of dash races at half a mile and one mile, and contests at five, ten, fifteen and twenty kilometers. The events had to be run as time trials because of the narrowness of the road, and the feature of the day, of course, was the new record of 45 seconds made by Fletcher and his De Dietrich car fitted with Michelin tires.

The closing race established the first American records for five, ten and twenty kilometers.

The contests for short distances were held on a splendid stretch of road between Guanajay and Artemisa, thirty miles from Havana. All other use of the road was prohibited while the races were in progress, and rurales again guarded the course. Its remoteness from Havana precluded the presence of any considerable number of spectators. The afternoon was cloudy and cool and there was a slight rain just before sundown, while the last race was in progress.

The contestants in the mile race were Fletcher and Tracy and two Cuban machines. The Cubans did not make any fast showing. On the first trial Fletcher covered the mile in 46 4-5 seconds and Tracy in 52 seconds. Fletcher had slowed his car a little on account of apprehension regarding the sharpness in a bend of the road just beyond the finish, and so tried again and lowered the road record made by Augieres in France in 1902 one second. Fletcher's speed was eighty miles an hour.



ADMIRING THE DE DIETRICH ONE-MILE RECORD HOLDER, 45 SECONDS

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Fletcher raced alone for the one kilometer event, Tracy having broken a gear while making a flying start. The time for the kilometer was 28 3-5 seconds.

As night was approaching, the five, ten and twenty kilometer events were run in combination, the only contestants being Fletcher and R. G. Mendoza, the latter driving a 35-hp. car. Fletcher covered five kilometers in 3.4 1-5, ten kilometers in 5.57, and twenty kilometers in 11.18 1-5. Mendoza occupied 21 minutes 13 seconds in going twenty kilometers.

Americans and Cubans are delighted with the conditions for automobiling in Cuba and are ready to extend effective co-operation to the Government and the local association. The meeting was attended with some financial loss, but the International Automobile Association of Cuba will prepare more elaborately for a bigger meeting next year.

Although the racing did not begin until Sunday, the visiting contingent from the States arrived in the island republic on Monday, January 6. The 100-mile race was originally scheduled to be run on Thursday, but was postponed owing to a difficulty in arranging for the telephone service.

All the week the cars entered for the races were flying over the course in practice spins, with the result of a great mortality among chickens and dogs and increasing enthusiasm on the part of the drivers, who declared long before Sunday that records would be broken. The speeding became so obnoxious to those in the towns and the farms along the course that on Friday threats were made to prevent the race by blowing up a bridge.

It was on Friday that E. R. Thomas met with accident, resulting in Hawley, his chauffeur, being laid up in a hospital.

The accident occurred just beyond Guanajay, forty-five kilometers from Havana. Mr. Thomas was driving at a speed of sixty miles an hour toward San Cristobal, accompanied by Hawley. A two-wheeled one-horse buggy turned into the middle of the road in front of Mr. Thomas. The latter swung his car to the left, hitting and smashing the buggy.

The car ran over a small sapling into a ditch, and then up the bank at the left side of the road. Hawley was thrown out here, and the rear of the car hit him in the small of the back, severely injuring him.

Thomas ran the car back into the ditch, then on to the road and into the ditch on the other side of the road. Then he turned toward the road again. Thomas' seat then broke and he fell out, receiving a bad cut over the left eye and many bruises. After Thomas fell out the car swung into the road and turned, facing its original direction.

Everything indicates that Thomas kept his head and handled the car with great skill, and that he would have straightened it out in the road had his seat not broken. The car when found had throttle shut, the clutch out, and brakes set. The car finally stopped eighty yards from where it hit the buggy.

Thomas said the brakes did not work, or the accident would not have happened. He had previously complained about the brakes.

The driver of the buggy escaped unhurt. Immediately after the accident the driver threw the harness off his horse, and, mounting, galloped away across the fields. He has not been caught yet.

Mr. Fletcher, driving the De Dietrich, came along two minutes afterward

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E. R. THOMAS AND HIS MERCEDES READY FOR ACTION AGAIN

and found the wrecked car. Thomas was lying unconscious by the roadside, and Hawley, groaning and unable to move, beyond the embankment.

Fletcher took both men into his car. Hawley was carried to Guanajay, where he was met by his wife and two nurses from the Havana Hospital. They arrived on a special train. Dr. E. T. Lane was summoned and he advised that Hawley be removed to the hospital.

Mr. Thomas was taken back to Havana in Fletcher's car. At Punta Brava, in passing an ox cart, Fletcher was forced into a ditch, striking a stone and bursting a tire. The machine was turned completely around and disabled. Mr. Thomas was badly shocked at the second accident, but did not suffer any additional injury.

Up to the time of this accident, Mr. Thomas was the favorite in the 100-mile race, and there was considerable betting on the result of it.

Hawley was painfully cut and bruised and shocked, but sustained no serious injuries.

On Saturday afternoon the Prado was transformed by a scene of gaiety and merriment due to a parade and battle of flowers given in connection with the automobile meet. Throngs gathered in the avenue and sea front terminus to watch the turnouts and automobiles, which were elaborately decorated, and whose occupants for hours pelted one another with confetti and serpentine.

There were few visiting American machines in the parade.

The first prize was awarded to the four-horse brake owned by a son of Vice-President Estevez. At night the Prado was decorated with myriads of colored electric lights.

Prayers in New York's Automobile Row

LIFE never is dull along the automobile row in West Thirty-eighth street, New York, but during these recent blizzard days the monotony has been broken in a wild sort of a way. Probably it is not so, but the short block where the automobile stores are seems to have been visited by a heavier fall of snow than the adjacent blocks and the street has been in a state of serious blockade for several weeks.

For demonstration purposes nothing more arduous in the way of a test could be desired by a customer than to have a car get from its garage to Broadway or Seventh avenue. While the snow was soft and the wheels sank in it, a mighty



good engine was needed to push a car through it. Now that the snow has frozen, the middle of the street is full of icy holes and hummocks, which furnish a crucial test for springs. A car running through the street bobs up and down like a log in a surf. It suggests a ride across the Rocky Mountains to make the trip. To vary life the demonstrators have been using the sidewalks considerably for getting to and from their garages.

One block north of this busy thoroughfare, Thirty-ninth street, has been cleaned by the Street Cleaning Department, and a movement is on foot among the dealers in Thirty-eighth street to hold noonday prayer meetings and pray that Commissioner Woodbury, who drives a motor car himself, may be led to make a trip through the street and discover the martyrdom of the automobile dealers and be led to send a relief squad of "White Wings" to dig them out.

Detroit Show Has Big Attendance

DETROIT, Mich., Feb. 13.—Boreas came down out of the North to-day and combined with Jack Frost to grip the city in a frigid embrace that for severity has not been surpassed even in this rigorous Winter. Despite the fact that the thermometer was 12° below zero, and that the wind cut like a whip, more than 3,000 persons braved the wintry blasts and attended the opening of the Fourth Annual Automobile Show at the Light Guards Armory this evening. The building was crowded to its utmost limit. Locomotion in the crowded aisles was difficult, and the fashionably dressed women and their escorts drifted with the tide and were grateful for the little they were able to see. The attendance broke all records, and "I-told-you-so's" from those who had prognosticated a bumper season in 1905 were frequently heard.

Both as a spectacle and as a compact, comprehensive showing of the latest patterns of cars and the newest things in accessories, the show is an emphatic success. It reflects credit on Detroit and supports its claim to being the center and mainstay of the automobile industry. Local makers and the trade generally have responded in hearty fashion to the call of the show managers and the result is an exhibition that leaves absolutely nothing to be ashamed of. The predictions of Manager Metzger and Secretary Lewis have been fulfilled to the uttermost extent, and the difference between this show and the opening one—held in the same hall in 1902—is little short of marvelous. Then the automobiles were an adjunct to a sportsman's show; now the latter has gracefully retired to the basement and a very subordinate position, while the automobiles and accessories have the main floor and balconies given over to them and dominate the show absolutely.

For the first time this year it has become necessary to economize space in this, the "Million Dollar" Automobile Show, as the management advertises it. And, also for the first time, a definite scheme of decoration has been followed. The result is seen in the compactness and splendid arrangement of the spaces and the tasteful appearance of the main floor and galleries. Where last year the armory looked like a huge barn, there is now nothing but the appearance of a well-managed exhibition. The scheme of decoration is a mammoth canopy of gold bunting stretched across the arched roof. This canopy is divided off into squares and from the outlines of the squares drop folds of white bunting, making the effect as dainty as a lady's boudoir. This conceals all evidence of wood and iron, and the colors make a mellow effect that is especially beautiful when the hundreds of electric lights are aglow.

The gallery is handsomely decorated and is built out in a level platform. On this are crowded the accessory exhibits, and there are enough to keep one busy looking around a couple of evenings.

The general illumination and electric signs calling attention to the different exhibits made a fine showing. In the electrical display over 2,200 lights were used and these were all placed in position Monday after 10 a. m.

Owing to the storms of Saturday and Monday there were frequent delays in transit. The most notable absentee was the Reo Company, whose exhibit is en route. Consequently, the outlook this afternoon was more than ordinarily hopeless. But by almost superhuman efforts of an army of workers it was

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possible to throw open the doors on an almost complete show, whereas in the morning it looked as if no power could possibly get the exhibition in shape for the opening in time. The main floor was crowded with workmen, machines were being hustled in at the big entrances and wheeled around to their locations, put together, in some instances, and burnished up in all, while the big signs were being hauled and hoisted into place on all sides.

By evening things had been whipped into shape, and by eight o'clock, when the opening took place, there were 58 cars on view on the main floor of the



armory, together with 14 chasses, and one car, "La Petite," was shown in the balcony. The center floor is filled with handsome displays of well-known cars, while the spaces next the walls are tastefully decorated.

The balcony is entirely given over to the display of accessories and parts, the east and west balconies having tiers of booths next the wall and others overlooking the main hall below. The south balcony is narrow, so only one tier of booths is provided.

The most noticeable feature at the show is the provision made for the comfort of visitors and guests by the various exhibitors. Couches, chairs, etc., are

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everywhere in evidence, and are extensively used. Many of the parts makers, especially the tire and lamp houses, have beautifully decorated and tastefully furnished booths, and there seems to be a well worked out scheme for general comfort, which is to be commended.

Complete list of exhibitors: Packard Motor Car Company, Cadillac Automobile Company, W. E. Metzger, Northern Manufacturing Company, Pope Motor Car Company, Maxwell, Briscoe Company, J. P. Schneider, Welch Motor Car Company, E. R. Thomas Motor Car Company, Pungs-Finch Motor & Gas Engine



Company, Reid Manufacturing Company, C. H. Blomstrom, Stirling Automobile Company, Olds Motor Works, Wayne Automobile Company, W. H. Weber, Young & Miller, Hammer Motor Company, Reliance Motor Car Company, Ford Motor Company, White Sewing Machine Company, Reo Motor Car Company, C. F. Splitdorf, Standard Oil Company, Briscoe Manufacturing Company, American Lubricator Company, Gray & Davis, Hartford Rubber Works Company, B. F. Goodrich Company, Veeder Manufacturing Company, Morgan & Wright, Schug Electric Manufacturing Company, Firestone Rubber Company, Badger Brass Manufacturing Company, Rose Manufacturing Company, Diamond Rub-

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ber Company, Twentieth Century Manufacturing Company, Monier Cycle Supply Company, Fawkes Rubber Company, Warner Gear Company, Fisk Rubber Company, G. & J. Tire Company, Automobile Equipment Company, Detroit Auto Manufacturing Company, The Electric Storage Battery Company, Goodyear Tire & Rubber Company, McDonald Wessels & Ames Company, Matchless Metal Polish Company, Armstrong & Co., S. F. Bowser & Co., Detroit Steel Products Company, The Edmund & Jones Manufacturing Company.

Origin of the Roi des Belges Body

WHILE most persons know that the "Roi des Belges" type of automobile body takes its name from King Leopold of Belgium, very few are aware of the circumstances under which it was built.

Some years ago, when the art of automobile body making was much less advanced than now, Leopold expressed a desire for a comfortable, even a luxurious, vehicle. After several conferences with M. Charron, an order was placed for a C. G. & V. car, the body of which was to be built after a design suggested by the King and made by MM. Charron and Auscher, the latter of the famous Rothschild firm of carriage-makers. The body was built by the latter and the car delivered to Leopold. Its ample proportions, graceful design and swelling lines met with instant favor, and from that time it has remained one of the most popular forms of body made.

Letting In the Waiters

TO the delight of a considerable waiting list, the governors of the Automobile Club of America when they met last week voted to raise the membership limit from five hundred to seven hundred. Some of those elected to membership at the meeting were: Cornelius Vanderbilt, Frederick D. Underwood, president of the Erie Railroad; George B. Markle, the Hazelton coal baron; Leroy Baldwin, president of the Empire Trust Company; H. S. Black, president of the United States Realty Company; H. Morgenthau, president of the Central Realty Bond and Trust Company; J. Borden Harriman, the banker; C. Frick, son of the Pittsburgh millionaire; L. Benedict, the New York banker; Oliver Ames, of Boston; Prof. J. Dyreley Prince, of Columbia University; Frank Tilford, Alfred H. Hoyt.

C. K. G. BILLINGS, prominent as a horseman and owner of the one-mile trotting track at Memphis, Tenn., where Lou Dillon, Dan Patch and other horses created world's records, has announced his intention of paying more attention to automobiles and less to horses in the future. His first plan is to endeavor to lower the record of the Memphis track. This is now 59 seconds, made by Hausman.

PITTSBURG's 1905 season promises to be the best on record. Already dealers report that they have sold three times as many cars during January as ever before, and February has opened in a manner indicative of a still greater increase. One dealer reports 20 sales, and another 16 within thirty days.



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WORLD'S RECORD, 100 MILES, 78 Min. 24 Sec.

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THIS route embraces a section over remarkably good roads, and, strange to say, these roads are only dirt roads, the best, in some sections, that have been traveled over on the whole tour. Some fast driving may be indulged in on this day's run, care being taken to go through the villages at only a fair speed.

In Toledo, take Monroe street to Central avenue, bearing left, and crossing railroad; continue to end of Central avenue (stone road), where turn sharp left through

JAVA (16 miles).

Two miles beyond, turn right between school-house and church; 1.5 miles beyond, turn left; 1 mile beyond, turn right; 1 mile beyond, turn left to

SWANTON (22 miles).

Continue straight ahead to just beyond limits, where turn sharp right past school-house, through

DELTA (29 miles).

Over bridge, turning left six miles beyond, into

WAUSEON (37 miles).

From Elm street go south about .5 mile; turn right and follow straight road to school-house, nine miles beyond; turn left through

ARCHBOLD (48 miles).

Turn right at railroad, and continue westward for four miles; turn left, crossing railroad tracks and stone road; turn right through

STRYKER (57 miles).

Cross railroad and pass school-house; turn left three miles beyond, meeting railroad again, where turn right; past school-house cross railroad into

BRYAN (66 miles).

Take High street up hill, over bridge, past school-house, and cross railroad to forks, 6.5 miles beyond; take left fork, and follow almost straight road for 2.5 miles, where turn left across railroad; just beyond turn right into

EDGERTON (77 miles).

Continue along the same road, crossing railroad again, turning left and running parallel with it for 3.5 miles; turn left across railroad; just beyond turn right; pass school-house, go over bridge, and cross railroad again into

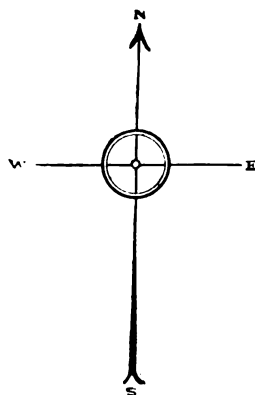
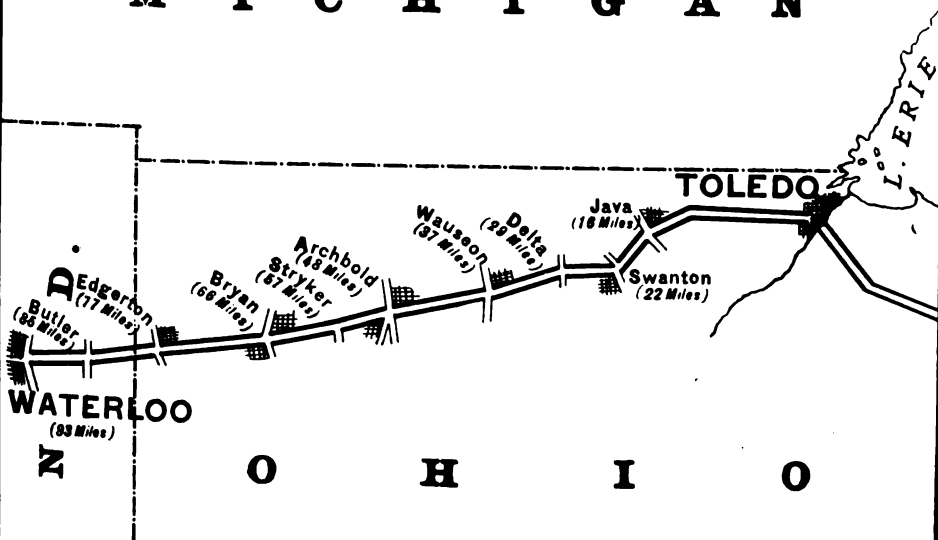
BUTLER, IND. (85 miles).

Take Main street, follow telephone poles; keep near railroad tracks, which finally cross, four miles beyond, into

WATERLOO (93 miles).

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Tenth Section
Toledo to Waterloo

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Geo. N. Pierce Co. (Awarded the Grand Prize at St. Louis).

F. I. A. T. (Highest long distance speed ever attained by any vehicle).

Richard-Brasier (Winner Gordon Bennett Cup 1904).

Pougeot (Decorated at Paris Salon by President Loubet).

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Increases the speed.
Prevents lost traction.
Doubles the life of the tires.
Absolutely prevents breaking of springs.
Makes cobble-stones and rough roads seem like asphalt.
Enables cars to run over roads at highest speed, which could not be negotiated at all without it.

Endorsed by all prominent engineers the World over.

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Nobody who owns a car of any type can afford to be without it.

Write us and we will prove all these statements.

Money cheerfully refunded if it does not do all we claim.

What more can you ask for one device?

Price per complete set of four suspensions, \$60.

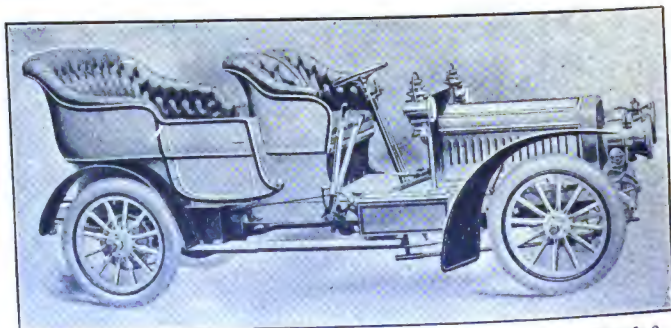
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A "Home-Made" Napier

AN exhibit that is attracting a considerable amount of attention is that of Napier cars in the reception room of the Waldorf-Astoria, New York City. Until the end of last week the trophies won in Florida by Arthur Macdonald, the driver of the Napier racer, were also on view. He sailed for England on Saturday and took the trophies with him.

The exhibit consists of an 18-22-hp. Napier with a limousine body, and a chassis of the 45-hp. car. The latter, which is the same one shown at Madison Square Garden, elicits many expressions of admiration from visitors, as well as some amusing questions.

"Is this a home-made car?" inquired a handsomely gowned woman who strolled into the room on Monday.

"Yes, madam. It is made right at home in our factory in England," responded one of the two attendants, whose accent unmistakably betrayed his English origin, and to whom "home" could mean only one place.

European Tire Contest Projected

SO successful was the tire contest following the Anti-Skid trials, held in Paris last year, in which the competing cars made a run from Paris to Nice and back, that it is proposed to deal with the matter in a more elaborate form.

One proposition is to institute, about the end of February, a long-distance run from Paris to Vienna, Vienna to Berlin, and back to Paris. This is to be a test of pneumatic tires, anti-skid devices, and wheels. The detailed rules have not yet been determined upon, but it is proposed that, as far as possible, all four wheels of each entered car shall be of a uniform type. Each stage will be about 400 kilometers, and cars under 14 hp. will not be admitted.

It is thought, however, that this tour is too ambitious, and a counter proposition which appears acceptable is that competing cars should travel from Paris to and round the Auvergne circuit then back to Paris, and continue to repeat the performance until the competitors are disabled.

Tally Farthest South for Glidden

PRIVATE dispatches from Charles J. Glidden to friends in Boston show that he has reached Bluff, in New Zealand. This, according to Mr. Glidden, is the most southerly point in the world which it is possible to reach in a motor car. The cablegram announces his safe arrival there after touring 1,145 miles of New Zealand, making 21,438 miles he has covered in his world tour.

THE Prince of Arenberg has given a sum of 500 francs (\$100) to the Automobile Club of France, to be awarded to the person who presents the best arrangements for protecting the hands from cold when driving. No scheme in which the driver is enclosed by glass, preventing him from hearing or giving signals to other drivers, will be considered.

Ready for the Motor Boat Show

WHEN Admiral Joseph H. Coghlan—he of Hoch der Kaiser fame—formally opens the National Motor Boat and Sportsman's Show in Madison Square Garden, New York City, next Tuesday night, it will be seen that the new name for what was formerly termed the Sportsman's Show correctly characterizes the exhibition. Originally given by and for the sportsmen—meaning, by that rather loose term the men who shoot and fish and hunt—the motor boat end of the function was merely a tail to the kite. Last year, however, the self-propelled aquatic vehicle fairly divided honors with the sportsman's side of the exhibit, and gave warning of its present dominance. It was in recognition of this change that the name of the exhibition was changed and the motor boat—formerly the auxiliary—became the leading feature.

A grand and impressive opening of the exhibition, which is to run for more than two weeks, is planned to take place on Tuesday evening, February 21, the eve of Washington's Birthday. It was hoped to have either the President or his Secretary of the Navy officiate at the opening ceremonies, but that being impossible, that doughty sea dog, Admiral Coghlan, has been secured, and will do the honors in the breezy fashion that is his characteristic. With his well-known habit of saying original and apt, even if not strictly conventional, things, it is expected that the gallant admiral will punctuate his address with some pungent and timely sayings.

Admiral Coghlan will be accompanied by his staff, and his presence insures a big attendance of yachtsmen who are coming from all over the country to review the latest products of American and foreign boat manufacturers. Secretary Gambel, of the National Association of Engine and Boat Manufacturers, has received acceptances from the commodores of yacht clubs as far west as St. Paul. Other navy and army officers who have accepted invitations to officiate at the opening are Rear Admiral George W. Melville, Naval Constructors W. J. Baxter and G. J. Nutting, Captain W. Brownson, superintendent of the Naval Academy, and General Fred Dent Grant.

Adequate provision has been made for the exhibit of the boats. In the big amphitheater of Madison Square Garden has been constructed the largest indoor lagoon ever used. It will contain more than half a million gallons of water, and will be twelve laps to the mile on the inside. In the center will be an island, reached by rustic bridges from the mainland at each end. The interesting contests on the lake, the fly casting, and all sorts of similar contests, which have always been popular at the Sportsman's Show, will be promoted this year on a larger scale than ever before.

Arrangements have also been made for the appearance of the members of the U. S. Life Saving Corps in the water sports, which will be a feature of the show. The competition will be in charge of J. F. Werner. It is planned to have every afternoon and evening during the show some interesting competitions between the life savers and any others who may care to enter the events. This year there will be canoe tilting, gunwale races, tub races, canoe speed tests and a tug of war with canoes. These will take place on the lagoon.

One of the novel contests arranged will be the pneumatic mattress race. The

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mattress is thrown from a boat, two men are required to get on it, although it is only one man size, and the pair must paddle to the shore.

The fly-casting tournament this year, in charge of D. T. Abercrombie, will be more interesting than ever, on account of the record-breaking list of entries received. Every fisherman expects the present records to be lowered.

Not the least important feature this year will be the shooting by S. M. Van Allen, the Long Island amateur, who at twenty-five yards shoots diagrams of animals out of cardboard. Mr. Van Allen has, on numerous occasions, shot a pea off a man's nose without harming the holder.

Motor Boat Organization Growing Powerful

ALTHOUGH in existence less than a year, having been organized and incorporated on May 24, 1904, the National Association of Engine and Boat Manufacturers has succeeded in bringing into its membership nearly all of the leading manufacturers and builders.

The objects of the association are to secure the promotion and protection of the interests of its members; to secure mutual protection against unscrupulous and doubtful agents, buyers, etc.; to protect its members against all unjust and adverse legislation, questionable advertising schemes, and to bring forward new and improved methods in construction.

The membership in the association is representative of the motor and boat interests of this country, embracing as it does membership from all parts of the United States. The success of such an association at the start seemed an assured thing. It was not organized for the purpose of increasing the prices of the various products of its members, but rather to bring forward from time to time the latest methods of construction, so that the public might recognize the fact that it is only the successful combination of hull design and motor that gives increased speed and reliability.

In the matter of legislation, a very important matter to users of the motor boat, the association will always be found safeguarding the interests of boat users, and it has every reason to believe that in so doing it will not alone prove of value to its members, but also to users or owners who put their confidence in the association's ability in this respect.

In bringing about an annual National Exhibition it gives the public every facility for becoming better acquainted with the complete motor boat and for the careful study and comparison of the leading makes of motors and designs of hulls, all under one roof; also improved appliances in the way of accessories of every kind and description. Thus, once a year it is the aim of the association to give the public an opportunity of carefully looking over these improvements, and from practical demonstrations make a close study and become better informed on all matters pertaining to the motor boat for speed or pleasure.

The headquarters of the association are located at 314 Madison avenue, New York City. The officers are as follows: President, Mr. John J. Amory; first vice-president, Mr. H. A. Lozier, Jr.; second vice-president, Mr. Charles A. Strelinger; third vice-president, Mr. Henry R. Sutphen; treasurer, Mr. J. S. Bunting; secretary, Mr. Hugh S. Gambel.

Preventives and Remedies

PART XXII

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Clutches and Brakes

ROUGH CLUTCH.—If the reason for a roughly-seizing clutch, which drags the cone along the moment it barely touches, lies not in faulty adjustment, as previously referred to, the nature of the leather surface supplies the only rational explanation. If the defect—very disagreeable when starting the car—may be temporarily remedied, time and use will probably remedy it altogether. But if the rough action is allowed to continue, it is more liable to become aggravated; since it is mainly the gentle, controlled slippage, manœuvred by the deft foot of the driver on the clutch pedal, which gradually imparts to the cone facing the desired surface, neither glassy or rough, which produces the best results. A very simple temporary remedy exists. Insert between the leather and the metal of the cone a thin, small strip of copper or other metal; another diametrically opposite. While the effect on the shape of the cone may be imperceptible to the eye, it will be felt, nevertheless. The intimacy of the contact between flywheel rim and leather surface will be reduced between the two shims, or slivers, and the engagement will be more gradual. If the effect is not sufficiently marked, insert two more similar shims, quartering the circumference. Three-eighths to $\frac{1}{2}$ -inch wide, 1-32 inch or less in thickness and nearly the length of the facing's width, are, perhaps, the best dimensions for the shims.

Among the elements of power transmission the chain is the most patient and therefore the most abused. Its advantages consist in its simplicity, efficiency when clean, accessibility and the ease with which it may be repaired. It is seldom encased, but receives a generous share of the dust and mud incidental to travel on the highways. To encase it would be to dispense with most of its popular qualities, which therefore must be paid for in the form of a considerable amount of grooming.

Outside driving chains to each of the rear wheels from pinions on the ends of the differential shafts, while not as æsthetic in appearance as the bevel-gear shaft drive and requiring more care, are maintaining themselves as a highly reliable means of power transmission, particularly practicable where rough roads require that moving parts shall be high from the ground in the lengthwise central plane of the automobile.

THE ROLLER CHAIN.—The automobile chain is now nearly always a roller chain. If not that, its links are detachable by simple manipulation. Each link of the ordinary roller chain is composed of side plates connected by pins, each of which is enclosed in a hardened sleeve or tube, upon which the roller is mounted. The pins project through the sleeves, so as to receive on their outer ends the side plates connecting the links with one another. The object of the sleeve is to protect the pins, which cannot be hardened because they must be soft enough to be riveted, against shearing from the roller, which is constantly revolved as the chain moves

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over the sprocket wheels. The riveting holds the pins practically rigidly in the outer side plates, while the sleeves remain motionless in relation to the inner side plates. This produces very little motion between the pins and the sleeves—with a large bearing surface—and places nearly all the wear between the hubs of the rollers and the circumference of the sleeves; both tempered to resist wear well if lubricated.

The motorist who gives a moment's thought to this construction of a roller chain will not treat it with the contempt for its requirements which is commonly observed. If the chain is abandoned to dust and rain, dust and rain will enter in all its interstices, which should be filled with lubricant, and the result will be rapid wear and stiff joints. Rapid wear lengthens the chain, so that it pulls in jerks and easily mounts the sprocket teeth and bursts. When going at high speed on on slippery ground or up a steep hill, the bursting of a chain may lead to serious damage, and a little care will prevent it. Stiff joints produce a rhythmic contraction and release between the countershaft and the rear axle, whereby a vibration highly injurious to the affected parts may be set up, besides spelling a considerable waste of power.

REPLACING CHAIN LINKS.—If a link or several links become defective from strain or wear it is a simple matter to insert new ones in their stead, yet many motorists shrink from the task. Undeniably it is much more quickly accomplished if the chain has detachable links, but the work requires no special skill or tools even with the ordinary roller chain and the time lost need not exceed one-half hour. Tongs, file, hammer and chaser-pins, all in the ordinary outfit of tools with an automobile, will suffice for the work.

First remove the chain from the sprockets. Take hold of the link nearest to the one to be removed with the tongs. With the cold chisel or the file remove the rivet head of the pin. Drive the pin out or wrench the side plate away, whereafter the link comes apart. In placing the new link in position, driving the pin, or pins, into their position and riveting their projecting ends with a hammer, there is nothing special to be observed except to avoid hard blows in the riveting operation and making sure that all defective (twisted) side plates have been removed before the chain is joined again.

When the chain is placed on the sprockets again the loose ends should be brought together on the large sprocket wheel so that the teeth will assist in holding the end links while the bolt is inserted. To insert it between the sprockets will be found difficult. Do not omit to screw the nut on the bolt and to secure it with the split-pin usually provided for that purpose.

A chain worn long by the wear of the bearings of each link should be discarded.



A Summer Abroad in a Touring Car—Part XIII

By J. L. HUTCHINSON

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EXT day we ran from Aix-les-Bains to Vichy, stopping at Lyons for luncheon. This was the longest day's run we made during the whole trip—about 200 miles. And we traveled it at the rate of $31\frac{1}{2}$ miles an hour.

Vichy is a vast cure-all. It is a place of baths and spring-water drinking. The waters bubble up in their various basins at temperatures ranging from 55 to 113 degrees Fahrenheit. There are places the baths of which are said to provide accommodations for 3,500 people in the busy season. The attendants will tell you that 70,000 visitors come to Vichy each year, and I have no reason to think that this is very greatly exaggerated. Certainly the town was thronged when we were there.

Many invalids go to Vichy, for the waters, if drunk in the right proportions, are said to be efficacious in curing almost anything. A singular fact we noted was that there were scarcely any Americans and, so far as we could see, no English in the resort. The spa is a gambling-place of the worst description. There are all sorts of games to suit all sorts of purses, and the establishments are kept going night and day. In the outskirts of the town there were small booths or sheds where the workmen in the town and even the peasants from the adjoining country went to gamble, wagering their 10 centimes with the same pride that the wealthy players staked their francs in the casino. The tradesmen in the town, to whom I talked about local conditions, told me that it was almost impossible for them to collect the bills for supplies sold. They said that everyone gambled and paid their bills only when they were lucky. I believe that the play at Vichy was higher this year than it has been for some time. At least, I was told so and have no reason to doubt the information. The springs are owned by the Government, which apparently winks at the gambling.

Vichy, you see, was not an atmosphere where a man would care to keep his family very long and we got away as quickly as was convenient. And now, the time growing short during which we could afford to stay in France, we made a more or less rapid descent on Paris, stopping, however, where we found interesting things to be seen. We took a course almost due north through Nevers and several towns of importance.

Near Moulins we met the old lady with the crank. We call her the "old lady with the crank," not in disrespectful mood, but because of the humor of the scene. We laugh often over the encounter, though, perhaps, it is not so funny in the telling as it was in the seeing. We were on a narrow roadway and the old lady—quite a respectable old lady and fairly well though provincially dressed—was driving a horse attached to a sort of dogcart. There was a man in the cart, too, but he has no place in the story. We had alarmed the horse slightly and he was stepping toward the side of the road. We slowed down to pass, but the old

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lady did not think we acted quickly enough. She made the strangest motions, much as if she was grinding coffee in an imaginary mill in her lap and kept it up so vigorously that we were all laughing as we slowly passed the cart. Whereat the old lady grew angry and reviled us with many revilements. All the while we were convulsed with laughter. Finally I stepped to the road and led the horse out of sound of the car. The old lady never ceased her tirade, of which we could not understand a word, and every now and then she would take another turn at the coffee-mill. As far as we could see down the road, after we had passed the couple, the old man was sitting quietly in his seat and the old lady was alternately shaking her fist at us and grinding her coffee.

Not until we reached Paris did we understand what she meant. It appears that some of the light runabouts used in that part of the country have brakes worked much on the principle of the brakes on our street cars, by a crank. This style of automobile brake—some antedeluvian form of the early days of automobiling—was apparently the only kind of brake with which the old lady was on speaking acquaintance. What she wanted was, probably, that we should put on our brakes, and our failure to turn a visible crank first alarmed and then annoyed her. I have no doubt that she was a very estimable person indeed, but she was a well-spring of joy for us all the way to Paris. Even now we cannot tell the story without bursting into unseemly ripples of laughter.

When we reached Paris I heard that we could secure berths on one of the large steamers soon to sail, and so we abandoned a half-idea which we had had of going again to Brittany or Normandy for a few days and left hastily for London and thence for Liverpool.

We were upon our travels for the better part of four delightful months and we had covered 4,700 miles in the car. We had toured, entirely by day, for the covers were never taken off the lights except once, when they were polished. The lights were never lit. Yet we had seen the cream of the touring country and had had time to inspect everything of interest which came in our way and which touched our fancy. We had seen seven countries, counting a little (a very little) slice of Belgium, and have equipped ourselves with a store of wisdom which will furnish us with material for thought for at least a Winter.

I noted, among many details, that the rules of the road are observed more rigidly in Europe than in America. It is almost a crime to turn the wrong way in passing another vehicle. One learns to respect the rules, and accidents are less frequent because of this fact. I was taught a wholesome lesson in Paris during the days when I was running about the city. One bright Sunday afternoon, at the junction of two boulevards, I passed in front of a policeman who stood in the middle of the street. I knew perfectly well that the rule was to pass behind him, but there was a congestion of traffic and I hoped to relieve the strain a little both on myself and other drivers by turning in this fashion. I believe it was not the violation of the rule so much as the outraging of his official dignity by passing in front of him which incensed the policeman. He stopped me at once, and it took a vast deal of argument to get him to give over the idea of taking me before a magistrate at once. One must not play with the police who rule the roads in Europe. It is playing with fire.

(To be continued.)

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DURING the cold Winter weather it might be expected that women would give up automobiling to some extent, but this is not the case. Women who desire to use their automobiles find that the handsome fur and cloth coats provided by the best dealers are ample protection against the rigors of Winter, and in consequence one sees many women out every day, be it pleasant or

unpleasant weather.

MR. AND MRS. GEORGE J. GOULD are well on their way to Mexico, where they will spend some two weeks. They are accompanied by Robert Howard Russell, Miss Anita Stewart and Benjamin Nicoll, the veteran member of the Lakewood polo team. It will be a business as well as a pleasure trip for Mr. Gould, as he will make his annual inspection of the Gould railroad system, stopping at various points along the route for conferences with executive officials of the Missouri Pacific and Texas Pacific railroads. Miss Stewart, who is the guest of Mr. and Miss Gould on the journey, is the daughter of Mr. and Mrs. W. Rhinelander Stewart, and has frequently visited Georgian Court, in Lakewood. She was one of the pretty debutantes who took part in the dance which opened James Hazen Hyde's recent fête.

SEVERAL private car parties arrived recently at Palm Beach. Among them was that of Mr. Peter F. Collier, with Mr. and Mrs. Robert J. F. Collier. This is the first time they have paid this resort a visit in many years. Another private car brought Mr. Joseph Leiter and his mother, Mrs. L. Z. Leiter, from Washington; Mrs. Philander C. Knox, wife of former Attorney-General Knox, also arrived from Washington.

MRS. B. N. BARUCH, of New York, gave a dinner party at the Beach Club, Palm Beach, last week for Mr. and Mrs. John Putnam Cobb, Colonel and Mrs. L. C. Weir, Mr. and Mrs. Arthur B. Proal and Mr. and Mrs. William Edward Coffin, of New York. Mr. and Mrs. Frederick Robert, of New York, gave their first luncheon this year at Cottage Fleur d'Eau, for Mr. and Mrs. E. L. Bartlett, of Biltmore, last Saturday. The table was trimmed with tropical flowers. Among those present were Mr. and Mrs. George B. Woodman and Mr. and Mrs. Charles I. Cragin, of Philadelphia, and Mr. and Mrs. John H. Sprague, of New York.

MRS. CORNELIUS VANDERBILT will give a dance at 1 West Fifty-seventh street on the evening of February 24, soon after which she and her daughter, Miss Gladys Vanderbilt, will go abroad. This is the dance Mrs. Vanderbilt had planned to give early in January. Mr. and Mrs. Cornelius Vanderbilt, her son and daughter-in-law, have not been numbered among the large entertainers this Winter, nor have the William K. Vanderbilts, who sailed last week, nor Mr. and Mrs. Alfred Vanderbilt, nor Mr. and Mrs. Frederick Vanderbilt.

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THAT there will be no lowering of the standard set for good roads building and maintenance in New Jersey is made plain by the first official act of that State's new Road Commissioner, E. J. Hutchinson. Indeed, the new official even raises the standard a notch or two and gives notice that there will be no "monkeying" with the improved highways of the State.

It appears that for some time the authorities of a number of counties have been derelict in the matter of keeping in repair the roads already built with State aid, but have instead kept on applying for and receiving aid for the extension of stone highways, and making use of the county funds, which should have been expended in repairs to supplement the money received from the State treasury. In addition, it has lately developed that a plan was under way to endeavor to induce the State to make an appropriation for the repair of the roads it had helped to build in so liberal a fashion, and that county officials were combining to bring about, if possible, the passage of the necessary act.

Knowing these facts, Commissioner Hutchinson has made it plain that he will not countenance any such movement. The letter he has sent to county officials is direct and to the point. The rule established is that no county shall receive aid for building new roads that does not keep the roads already constructed in good repair. The State Commissioner declares that the regulation will be adhered to strictly, and it will be well to do so. Its enforcement will prevent extravagance in the amount of road building, which is nothing more nor less than a wasting of the people's money if the highways are not to be kept in repair.

IN the New York State Senate, this week, Senator Armstrong presented a petition from the Good Roads State Association urging the adoption of the constitutional amendment for \$50,000,000 bond issue by the State for good roads improvement.

AN effort is to be made to have the New Jersey Legislature increase the State's yearly appropriation for improved roads. The present appropriation is \$250,000. This year \$350,000 will be asked.

COLORADO is to put her convicts to work on the public roads, if a bill introduced in the Legislature of that State becomes a law.

The bill provides for their employment when a majority of the Board of County Commissioners agree to petition the warden of the penitentiary for the use of the labor.

The Board of Charities and Corrections and the Board of Penitentiary Commissioners both suggested that employment be given the convicts to lessen the number of cases of insanity which result from monotonous idleness.

WINTER is the farmer's leisure time, and he has been making use of it by planning road improvement in his neighborhood.

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NOTHING less than a half-a-million-dollar clubhouse will do for the Automobile Club of America now. A meeting of the governors was held last Wednesday at the offices of President Morris in New York and the whole time of the session was devoted to a discussion of the plans and the several sites proposed. At the conclusion of the meeting it was announced that as yet no site had been selected.

The executors of the club are highly gratified at the progress that has been made in securing the funds required. The members have shown such substantial interest in the project that the second bond issue has been oversubscribed, and the governors are said to have felt warranted in increasing the proposed outlay for buildings and ground to half a million dollars.

The point of most contention has been the site. Practically every unoccupied plot of ground between Forty-second and 125th streets and between Lexington and Amsterdam avenues has been offered the club at all sorts of prices. The site most in favor is said to be within two or three blocks of Columbus Circle.

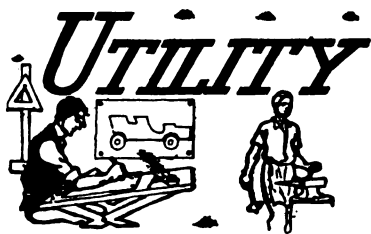
In selecting a location of most convenience to a majority of club members an interesting chart has been prepared by the club officers, showing the residences of active members by districts. The chart follows: South of Fifty-ninth street, east of Fifth avenue, 86; south of Fifty-ninth street, west of Fifth avenue, 94; north of Fifty-ninth street, east of Park, 78; north of Fifty-ninth street, west of Park, 73; out of town, 147.

This would indicate that the present location of the club quarters, at Fifth avenue and Fifty-eighth street, is about the center of the present membership. With the centralization of the automobile trade in the vicinity of Columbus Circle, however, and the convenience of subway and elevated stations in that neighborhood, together with available land, it is understood that a majority of the governors of the club have been won over to favoring a site on the west side of town.

PLANS have been on foot since last Summer to form an Italian automobile club, and they took form last month, when, under the title of the Automobilm Club d'Italia, an organization was completed. The headquarters of the club will be at Turin. The Marquis Lorenzo de Ginori-Lisci (vice-president of the Florence A. C.), has been elected president, and the vice-presidents are Marquis Ferrera-Vintimiglia and the Chevalier Augusto Massoni. Count Vigliessi will act as secretary, and the sporting section will have the Marquis of Saragna as its chief.

ADVANTAGE was taken of the presence in Chicago last week of visiting motorists to organize the proposed State federation of automobile clubs. The necessary steps were taken at a preliminary meeting of the Chicago Automobile Club, when the following temporary officers were elected: President, John Farson; secretary, Robert W. Spangler; treasurer, Burk Vancil, of Springfield. Clubs from Springfield, Kankakee, Bloomington, Aurora and Rockford were represented. Sidney Gorham, of the Chicago Automobile Club, presided.

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ALL motorists know how difficult it is to keep nuts tight. About the only certain way is to use locks of some kind, or spit pins. From across the water come two novel locking systems, which possess the additional merit of being simple.

In the first an ordinary bolt and nut are utilized, the threaded end of the bolt being cross-cut, and the nut pierced from the top with two holes in an oblique, outward direction. The nut is threaded home in the usual way, then an ordinary staple is driven into the holes in the nut until its "bridge" rests in one of the two cross-cuts in the bolt end. Although it is stated to be an efficient lock-nut, proof against vibration, it is easy to withdraw the staple, and free the nut, if at any time it is necessary to do so.

The other method of locking nuts consists of having the threaded end of the bolt grooved longitudinally at six points in its circumference. The nut used with it is also provided with an internal groove, and when the nut is screwed on as far as it will go, with its groove opposite one of those formed in the bolt thread, a key is driven in, and the nut is thereby "locked" in position.

IRREGULARITY of working frequently takes place with both the inlet and the exhaust valves. The most likely cause is that the springs may either have lost some of their elasticity and power, owing to the heat to which they have been subjected, or in the case of automatic inlet valve springs, the constant rapid vibration may have permanently shortened them, thus preventing the rapid working of the valve on its seating. These should be renewed without delay. It is always best to keep a new inlet and exhaust valve spring as a standard with which to compare the used springs, so that any deterioration can be at once detected.

THE specific gravity of gasoline is not always a good guide, and what is required to determine what is the best grade is to find the heating value or calorific power of the gasoline per pound weight.

The chemical constitution of gasoline is liable to be misleading on this point, even if known, and the actual heat developed by combustion can only be determined by direct calorimetric experiment, which can best be made by a bomb calorimeter.

EVERYTHING else being equal, the best carburetor is the one which delivers the fuel as nearly as possible in a state of vapor. Such is the conclusion of the well-known French writer, Baudry De Saunier:

"Carburetors which pulverize coarsely are inferior to those which pulverize more minutely, while these in their turn are inferior to those which pulverize ultra-minutely," he continues. "Therefore, those that do not pulverize, but vaporize, that is to say, which deliver the explosive mixture in a state of true vapor, are best of all. It is curious, therefore, that up to the present moment only one carburetor exists that really vaporizes the spirit."

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Illustrated.

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Why Control Methods Differ

CONTROL methods still differ widely on even the best known and most efficient cars, and there is a very natural reluctance on the part of their makers and designers to make changes. In the absence of a standard this reluctance will probably always prove strong enough to prevent changes being made. As yet, there is no standard, and no indication of one being made. Users of cars are practically unanimous on one point, viz., that controls should be as simple as possible. But there unanimity ceases and the ways diverge.

Whether the hand or the foot, or both in combination, should perform the most important operations will probably always remain a mooted point. Some of the brightest and keenest minds have grappled with the subject, only to reach conclusions almost diametrically opposite; and, as is natural, there is almost as much variance among users of cars as among makers. Each has learned the method of control applied to his particular car, and while he may be able to suggest slight improvements, he is seldom ready to urge an entire change of system. He will agree that simplification of control is necessary, but when it comes to deciding on the way to simplify, differences immediately arise.

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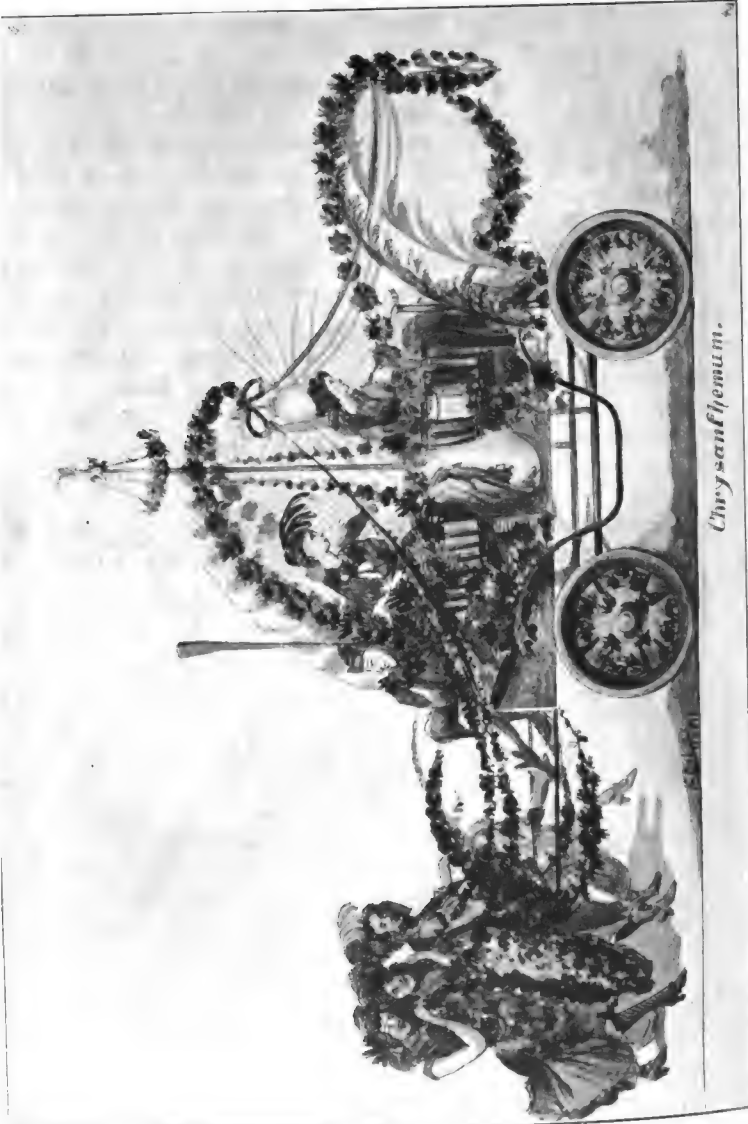
Of late years the weight of opinion has swung around to the view that the throttle and spark advance levers—if both are used—should be mounted on the steering wheel. But even here differences of opinion prevail. Most makers employ this method, but there are exceptions and very prominent ones. So, too, a single lever for speed changes has come to be generally advocated, but there are dissenters even from this dictum. Foot levers for clutches and one set of brakes and hand levers for another set of brakes are pretty close to standard, but some cars have the regular brake hand operated, while others use the foot for this purpose. Similarly, some cars are declutched and braked at one operation, while others require two for the purpose.

In short, designers still maintain a free hand in the matter, but are making appreciable progress in the direction of a standard. Whether the movement will eventually be carried to its logical conclusion depends largely on users of cars. If they agree that a certain method offers the most advantages, and insist on having it generally followed, they will finally win their way. The difficulty is to agree, and it is this that shows that designers are honest in their differences. They strive for an avowed end, but reach it along different lines.

Luxuriousness in Body Construction

TOURING pleasures are largely dependent on the comfort of the tourists en route. It is no light undertaking to sit in a car for hours at a stretch, bowling along over all sorts of roads at a good pace, and if the seats are not roomy and comfortable—or even luxurious—their occupants soon become weary. In former years enthusiasm enabled the average tourist to overlook deficiencies of this kind, but with the progress of time more was first expected, then demanded. To this demand is due the advance in body construction and appointments. Automobile bodies to-day equal and sometimes excel the best examples of the carriage builder's art. The matter will not stop here. Automobiles travel at much greater speeds and go infinitely longer distances than any wheeled vehicles except railroad cars, and the exigencies of the case will ultimately compel the production of bodies far surpassing anything yet seen. There are already indications of such progress as this, and each season will find the demand becoming more existent and compelling.





Chrysanthemum.

ARION BALL FLORAL AUTOMOBILE—CHRYSANTHEMUM

Motor Cars at a Ball

MANY new features were seen at the Arion ball, in Madison Square Garden, New York, last week, and it was the greatest fête ever held by that well-known society. The most striking of all the innovations, however, was the appearance of elaborately flower-trimmed and illuminated automobiles in the grand parade. There were twelve of these motor vehicles in all and with each one had been carried out the idea of having it represent some flower. Each car carried several women, costumed in keeping with the idea of the car. The vehicles rolled gracefully and noiselessly over the spacious floor, and their appearance created great enthusiasm. These motor floats, in the order of their procession, were:

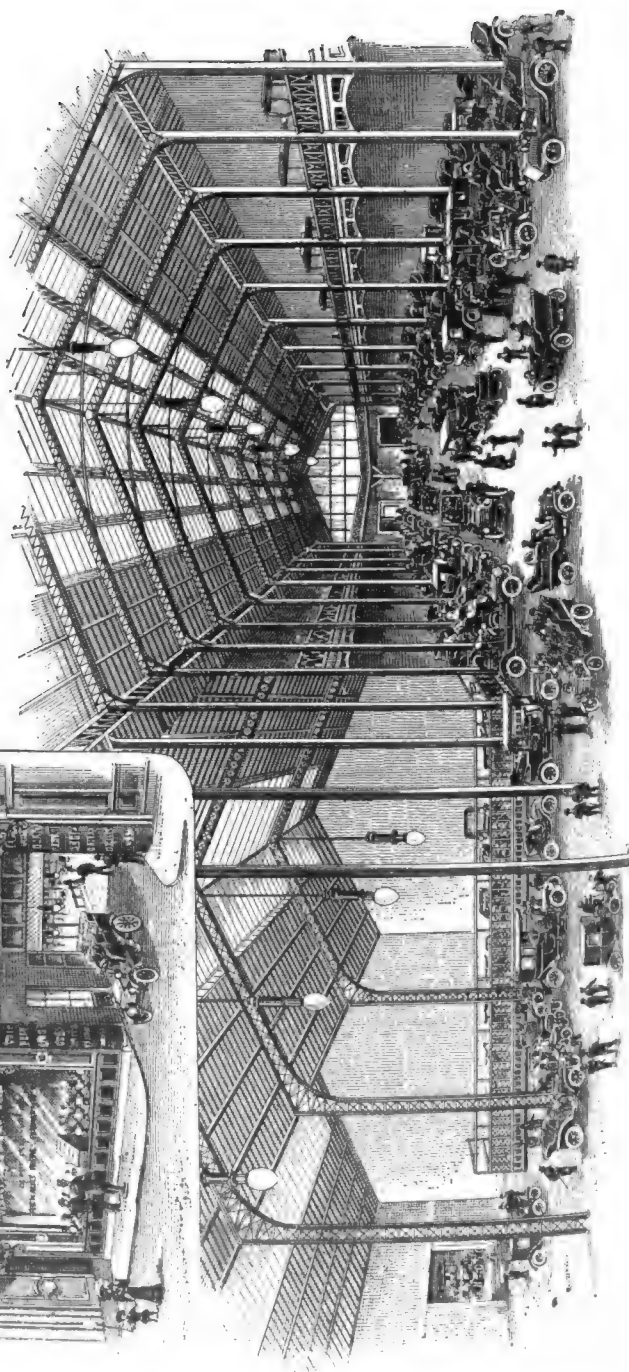
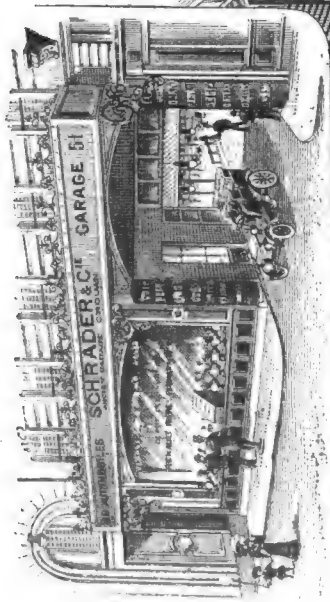
"Japanese Wistaria," "Snowball," "Camelia," "Chrysanthemum," "Poppy," "Pink," "Daisy," "Sunflower," "American Beauty," "Rose La France," "Lilacs" and "Apple Blossoms."

Snow Plowing at an Automobile Factory

SNOW has little terror for the Locomobile. Whenever there is a heavy fall of the "beautiful"—which has been of frequent occurrence during this old-fashioned Winter—the snow plow brigade is put to work, with a Locomobile to



furnish the motive power, and the paths and roads around the big Bridgeport factory are cleared of their white covering in short order. The illustration shows one of the plows at work. The man on the plow is the steersman, and the wheels of the car are bound with rope to secure sufficient traction.



SALE ROOM AND GARAGE OF SCHRADER & CO., PARIS

A Typical Parisian Garage

PARIS is the home of big and finely equipped salesrooms and garages, which reflect credit on the foremost automobile manufacturing country of the world. Conspicuous among these places for the storage and care of automobiles is the establishment of Schrader & Co., located at 51 Avenue de la Grande Armée, Paris, and claimed to be the largest in the world. Here the extensive line of cars handled by the firm is displayed, the ample space at their disposal permitting an arrangement admirable in the extreme.



HENRY F. GÖTZ

The Schrader establishment, a good idea of which may be obtained from the accompanying illustrations of the interior and exterior, has two entrances in addition to the one on the Avenue de la Grande Armée. One of them is on the Rue Lesueur, the other on the Rue Chalgrin. There is a splendid sweep of floor space, aggregating 3,800 square meters, entirely free from center obstructions, and with lofty roof. The space is so arranged that there is provision for the storage of 700 cars, private boxes being provided for each car. Among the makes handled are the Gobron-Brillie, Renault, Panhard and Hotchkiss.

In this country, Schrader & Co. are represented by Mr. Henry F. Gotz. Mr.

AUTOMOBILE TOPICS

Gotz's wide acquaintanceship with men of prominence in all walks of life, both here and in France, and his intimate knowledge of the automobile business, makes him admirably fitted for the task. To that fact, coupled with the original plan under which the business is transacted, is due the very large measure of success that has attended it. Orders are taken for all high-grade European cars, for delivery either in Paris or New York. In the latter place they are delivered at manufacturers' prices, with duty and freight charges added.

On Thursday of last week Mr. Gotz sailed for Paris on the Lorraine. He will return on April 1.



Henry Fournier's Plans

A NEW, high-powered, Hotchkiss motor boat has been completed and Henry Fournier has gone to France to bring it here to race. Fournier has grown in dignity, plumpness and good looks since he was a racing man.

A Story of Salesmanship

A SHORT story goes with this picture.

A couple of months ago an AUTOMOBILE TOPICS man was wandering about Philadelphia and wondering as to the whereabouts of a certain individual connected with the automobile trade. Right in the heart of Philadelphia's automobile row, on North Broad street, he stepped into Charles E. Miller's branch store to make inquiry. He obtained the information sought and became engaged in an interesting chat with the manager, who proved to be Ferdinand Sternberg, once famous as a bicycle racer on armory floors and later a salesman in the branch store of the Liberty Bicycle Company, in Brooklyn, when Alex. Schwalbach was its manager.

Several articles were lying on the counter in front of Sternberg, and, picking up a pair of goggles, he called attention to several novel niceties in them. They



seemed so unusually nice that the AUTOMOBILE TOPICS man bought a pair. While the visitor lingered, another man came in to ask the price of some article that was in the window. Apparently he had no intention of buying anything, and having learned the price of the article, was about to depart, but paused to note the way Sternberg was handling a combined odometer and speed indicator. The newcomer became interested and the seance ended by his buying one.

Just about this time the AUTOMOBILE TOPICS man awoke to the fact that he had been the witness to some splendid salesmanship and had himself been captured by it.

"Do you sell something to everyone who comes in?" he asked.

"O, no! but I try to do it," responded Sternberg, laughingly.

"How long has this branch been opened?"

"Less than a year. It is an experiment and I am trying to make it pay," responded the manager.

AUTOMOBILE TOPICS

Then the TOPICS man, who happened to have a camera with him, insisted on having a picture of this rare specimen in front of the store.

As the store is there yet, it is probable the experiment is paying. It is becoming a proverb in the trade that anyone who wants any sort of an accessory should "Try Miller," but in this Miller branch there seems to be a mind reader, who knows how to "try you out" as soon as you enter.

Watching a Pope-Toledo Win

ROBERT L. WINKLEY, head of the publicity department of the Pope Manufacturing Company, was one of the most interested and ubiquitous of the visitors at the recent races on the Florida beach. The picture of this clever pro-



motor of Pope fame was caught at a happy moment when he was unconscious of the proximity of the camera. He is not trying to solve the message of the sad, sea waves, but is watching a Pope-Toledo winning a race. Mr. Winkley had frequent opportunities to watch such spectacles on the beach, for the Toledo insisted on finishing first in almost all the events in which they competed.

It is not often that a man with the use of only one lung is successful in breaking records, yet this is just what "Bert" Holcomb, the intrepid driver of the Columbia car which last fall marked up a new notch in Chicago-New York runs, accomplished. For some time past Holcomb has been suffering with a most severe pain in his side, and when this was accompanied with a serious attack of pleurisy and fever, his friends were much worried and his physician agitated. He was operated upon, and it was found that for a period covering more than a year Holcomb had had the use of but one lung.



As weights of cars have increased, and the number of passengers carried has been added to, it has been found absolutely necessary to make tires of larger and still larger cross-section. Hitherto the limit has been 5 inches, and even this was a very unusual size, one seldom used except on the very largest cars.

A 5½-inch tire is to be placed on the market, and will be available by users of big cars who are in the habit of loading them to the extreme limit of safety. It is to be of Continental make, and the size is officially given as 135 mm x 935 mm., and will supplement the same concern's 125 mm. tire, which has, until now, been the largest size. It is not an experiment, however, as it has been subjected to extensive road trials on heavy high-powered cars before being placed at the disposal of automobilists. It has not only been tested individually, but side by side with 120 mm. tires running under the same conditions, and it has been found that, though the first cost is necessarily somewhat higher, the increase of durability makes the larger tire the cheaper in the long run.

The new tire is made with a square tread, but it will not fit on to the rims now carrying 120 mm. tires.

FIAT cars scored at the Industrial Exhibition which closed at Bombay, India, recently. The gold medal for the best car in the show was awarded to Count de Gropello's Fiat, and a special silver medal for a native-built car went as a mark of appreciation to Adamji M. Ismailji's "Indian Motor." The other awards are:

Class A (8,000 rupees and over)—Fiat car, first gold medal; De Dietrich car, second gold medal; Thornycroft, first silver medal; Lanchester, second silver medal.

Class B (4,000 to 8,000 rupees)—Darracq, first gold medal; Orleans, second gold medal; Argyll, first silver medal; Clement-Bayard, second silver medal; Humber, third silver medal.

Class C (4,000 rupees and under)—Two

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A steam Automobile which has been proved of superior worth. It is especially adapted for doctors' uses. Quick to get ready; absolutely safe; speedy; will not freeze up; no hand pumping; has a patent vaporizing device for "firing up." Built for 2 or 4 people. Has a folding front seat. At the hill-climbing contest at Eagle Rock, N. J., the \$900 PRESCOTT was but 2.5 seconds behind an \$8,000 French car, and was 10.5 seconds ahead of a \$2,500 car. 40 h. p. Decauville (gasoline) 1 m. 37.1-5 sec. 71-2 h. p. PRESCOTT (steam) 1 m. 37.2-5 sec. 15 h. p. White (steam) 1 m. 45 sec. 35 Cars competed in this contest of which only two American built cars equaled the time made by the "PRESCOTT." See our Exhibit at Buffalo, and Boston Shows.

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Q Good cars need good catalogs. You make the one; we make the other.

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C.F. SPLITDORF, 19-27 Vandewater St., New York

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Wolseley cars, first gold medal; Minerva, second gold medal; Humberette, first silver medal.

WHILE it is known, in a general way, that the works of the Continental Caoutchouc & Gutta-Percha Co., at Hanover, Germany, are extensive, few persons are aware of their magnitude and the rapid rate of increase that is still taking place. At the end of 1903 there were 2,741 employees. One year later the number had increased to 3,294, a gain of 20 per cent.

ONE more link has been added to the steadily lengthening chain of Fisk branches. The latest city to be selected for the propagation of the Fisk tire gospel is Kansas City, Mo. The branch just established there is the eighteenth the Chicopee Falls Company has opened in this country, this being exclusive of the one in Montreal.

"I don't think it is generally known, or that I am wrong in claiming that these branches of ours are the most completely equipped establishments of the sort in the world," said J. W. Bowman, Eastern sales manager of the Fisk Rubber Company, in announcing the opening of the Kansas City place. "Of course, I'm interested, but I do think the fact should be cause for some pride on the part of Americans generally. Each and all of the Fisk branches not only carry a complete stock of Fisk tires, but are able to make any sort of a repair of any tire, of any make, that may be brought to them. The men in charge of the repair departments were all thoroughly schooled in our factory; and, if occasion requires, are competent to build a tire from the ground up. Each place is equipped with a battery of vulcanizers, and all other facilities to permit the handling of tires of all sizes, from those for the biggest automobiles to the ones for the smallest bicycles. In this way we have made it unnecessary for any one to ship tires a thousand miles or more for even the most intricate repair—and we don't charge anything extra for doing the work on the 'other fellow's' tires, or for the savings of days of time and dollars of express charges made possible by the proximity and completeness of our branches," added Bowman, with a smile.

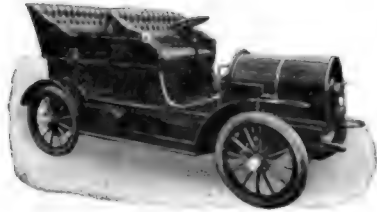
FORESIGHT and preparedness are being rewarded in the case of the Olds Motor Works. The big Michigan concern started early in the fall to accumulate a stock of cars against the time when heavy shipments would be called for, and it was well they did, for during January three times as many cars were shipped as in January of last year. The indications are that the demand will continue to be heavy, but in spite of it Olds agents will find that they will be taken care of and prompt shipments made them. The Chicago show was attended by almost twice as many Olds agents as the 1904 show, and the business done increased in almost the same proportion.

FIVE new members were elected by the Board of Directors of the Motor and Accessory Manufacturers, at a meeting held at the Auditorium Hotel, Chicago, last week. They were as follows: J. H. Williamson Company, Brooklyn, N. Y.; Iron Clad Manufacturing Company, Brooklyn, N. Y.; Electric Contract Company, New York City, N. Y.; C. W. Spicer, Plainfield, N. J.; Stolp Manufacturing Company, Chicago, Ill. The association is in splendid shape, and it is believed that it will develop into one of the strongest and most useful organizations yet formed.

CONSIDERABLE value attaches to the January White Bulletin. It is given over to a resumé of past White exploits, beginning with the famous initial Endurance Run—that from New York to Rochester in 1901—and ending with the performances of last season. Although devoted chiefly to the part played by White cars, the pamphlet recalls, in a most interesting and readable fashion, the salient features of the runs, tours, races and hill-climbs of the past four years. The "Events" are arranged in chronological order and will prove handy for reference.

IN preparation for the 1905 Bennett Cup race, C. G. & V. have just finished a car which will be entered in the French eliminating trials. It will be driven by M. Girardot, of the famous French firm.

FRED. C. VANDERHOOF is now in charge of the Buffalo branch of the Fisk Rubber Company as manager. He is well known in the trade, having formerly been with the Standard Spoke & Nipple Company.



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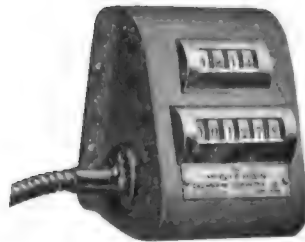
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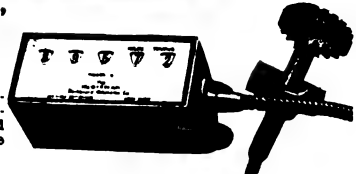
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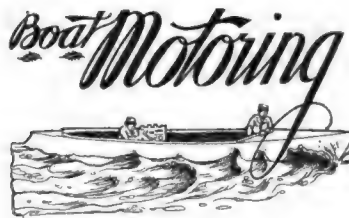
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MOTOR boats will revolutionize the fleets of the world, in the opinion of Sir William White, the former Director of Naval Construction and one of the greatest British naval authorities. He believes that the adequate application of motor boat engines to larger vessels will mean the attainment of speeds far in excess of anything that has been yet accomplished. The reason, of course, is the enormous economy of weight for the same amount of power. A large proportion of the weight which an ocean liner, and even a battleship, has to carry consists of the metal employed in the boilers and other parts which the steam plant possesses in excess of the internal combustion engine. In fact, it seems probable, according to Sir William, that the same power can be obtained with an explosion engine at an economy of five-sixths of the total engine weight. There appear to be reasons to think that, in the case of transatlantic liners, such a reduction of weight, and the corresponding economy of space for coal supply, might mean a reduction of the actual time of crossing to something like three days.

ENTRIES for the race for the British International Cup for motor boats closed on January 31. Only one challenge—that of the Automobile Club of Great Britain—was known to be assured. The cup is held by France.

DATES for the motor boat race meeting to be held on Lake Lucerne have been decided on. They are September 12 to 14, a week later than was originally contemplated.

AMONG the entries for the Monaco motor boat races will be an 8-cylinder, 120-hp. C. G. & V. It is being built for the Marquis De Jesse, who will pilot it in the race.

STILL another record feat is to be placed to the credit of W. Gould Brokaw's motor boat Challenger. Not content with its great showing at Palm Beach, Proctor Smith took the craft out for a speed trial on Biscayne Bay, off Miami, Fla., on February 8, and there succeeded in covering a mile in 2.02. Apparently, the possibilities of this boat were nascent and are only now being developed.

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		Per Mile.	Per Second.			Per Mile.	Per Second.
8 miles per hour equals		7 m. 30 s.	11½ ft.	58 miles per hour equals		1 m. 2¼ s.	84¼ ft.
15	"	4 m.	22 ft.	59	"	1 m. 1¼ s.	86¼ ft.
16	"	3 m. 45 s.	23½ ft.	60	"	1 m.	88 ft.
17	"	3 m. 31¾ s.	25 ft.	61	"	59 s.	89½ ft.
18	"	3 m. 30 s.	26½ ft.	62	"	58½ s.	90¾ ft.
19	"	3 m. 9 s.	28 ft.	63	"	57½ s.	92¼ ft.
20	"	3 m.	29½ ft.	64	"	56½ s.	94 ft.
21	"	2 m. 51½ s.	31 ft.	65	"	55½ s.	95¼ ft.
22	"	2 m. 43 s.	32¼ ft.	66	"	54½ s.	96¾ ft.
23	"	2 m. 36½ s.	33¾ ft.	67	"	53½ s.	98¼ ft.
24	"	2 m. 30 s.	35¼ ft.	68	"	53 s.	99½ ft.
25	"	2 m. 24 s.	36¾ ft.	69	"	52½ s.	101¼ ft.
26	"	2 m. 18 s.	38¼ ft.	70	"	51½ s.	103 ft.
27	"	2 m. 13½ s.	39¾ ft.	71	"	50½ s.	104½ ft.
28	"	2 m. 8¾ s.	41 ft.	72	"	50 s.	105¾ ft.
29	"	2 m. 4½ s.	42½ ft.	73	"	49½ s.	106¾ ft.
30	"	2 m.	44 ft.	74	"	49 s.	108¾ ft.
31	"	1 m. 56½ s.	45½ ft.	75	"	48 s.	110 ft.
32	"	1 m. 52 s.	46¾ ft.	76	"	47½ s.	111½ ft.
33	"	1 m. 49½ s.	48¼ ft.	77	"	46½ s.	113¾ ft.
34	"	1 m. 45 s.	50 ft.	78	"	46 s.	114¾ ft.
35	"	1 m. 42 s.	51¼ ft.	79	"	45½ s.	115¾ ft.
36	"	1 m. 40 s.	52¾ ft.	80	"	45 s.	117¼ ft.
37	"	1 m. 37 s.	54 ft.	81	"	44½ s.	119 ft.
38	"	1 m. 34 s.	55¾ ft.	82	"	43½ s.	120½ ft.
39	"	1 m. 32½ s.	57¼ ft.	83	"	43 s.	121¾ ft.
40	"	1 m. 30 s.	58½ ft.	84	"	43 s.	123¾ ft.
41	"	1 m. 27 s.	60¼ ft.	85	"	42½ s.	124½ ft.
42	"	1 m. 25 s.	61½ ft.	86	"	42 s.	126¼ ft.
43	"	1 m. 23 s.	63¼ ft.	87	"	41½ s.	127½ ft.
44	"	1 m. 21 s.	64½ ft.	88	"	41 s.	128¾ ft.
45	"	1 m. 20 s.	66 ft.	89	"	40½ s.	130¼ ft.
46	"	1 m. 18½ s.	67½ ft.	90	"	40 s. ●	132 ft.
47	"	1 m. 16 s.	69 ft.	91	"	39½ s.	133½ ft.
48	"	1 m. 15 s.	70½ ft.	92	"	39 s.	134¾ ft.
49	"	1 m. 13 s.	71¾ ft.	93	"	38½ s.	136 ft.
50	"	1 m. 12 s.	73¼ ft.	94	"	38 s.	137½ ft.
51	"	1 m. 10 s.	74¾ ft.	95	"	38 s.	139 ft.
52	"	1 m. 9 s.	76¼ ft.	96	"	37½ s.	140½ ft.
53	"	1 m. 7 s.	78 ft.	97	"	37 s.	142 ft.
54	"	1 m. 6½ s.	79¾ ft.	98	"	36½ s.	143½ ft.
55	"	1 m. 5 s.	81 ft.	99	"	36 s.	145 ft.
56	"	1 m. 4½ s.	82¼ ft.	100	"	36 s.	146¼ ft.
57	"	1 m. 3½ s.	83½ ft.				

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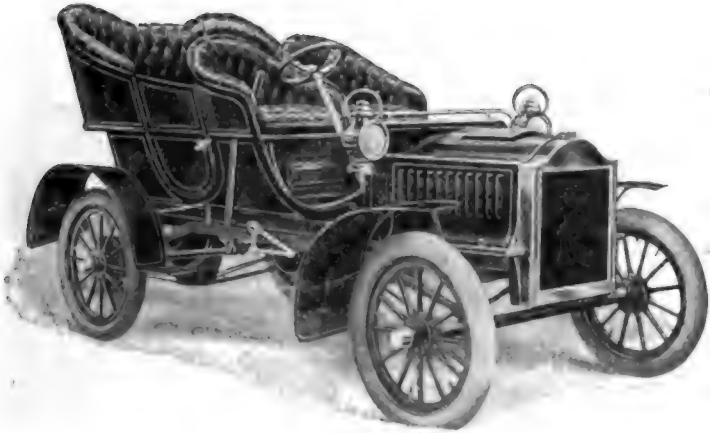
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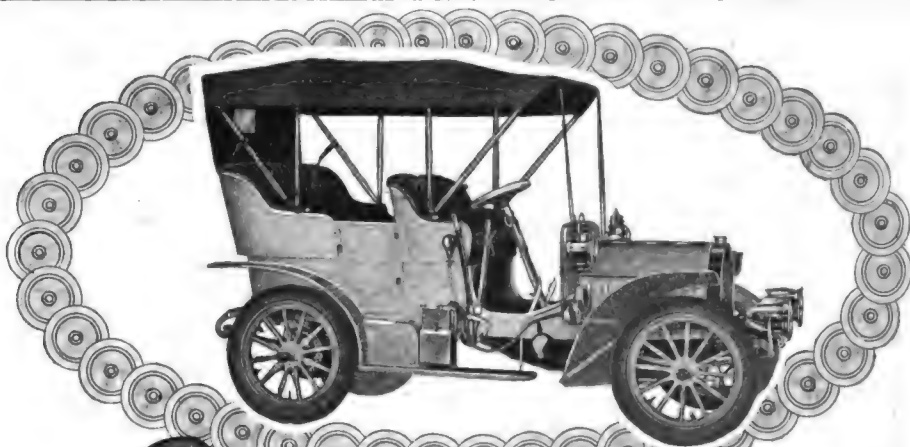
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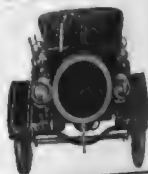
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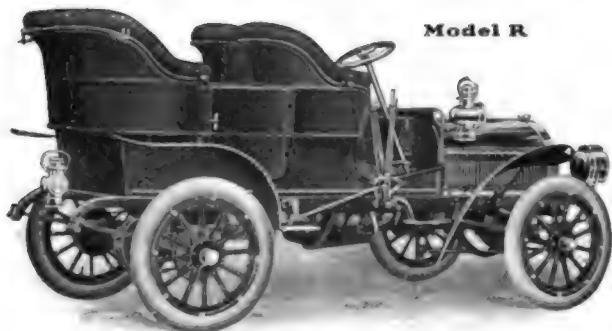
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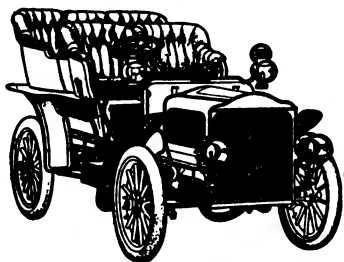
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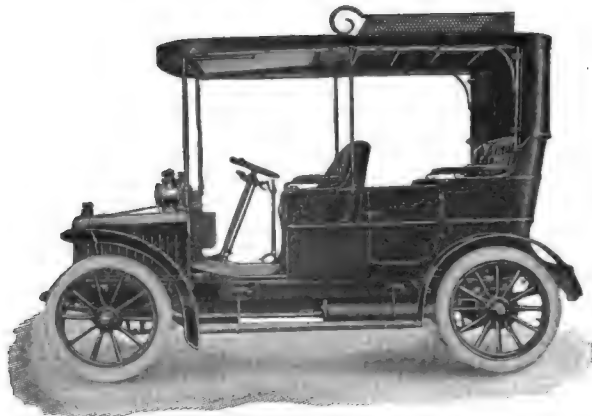
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Automobile Topics

Illustrated

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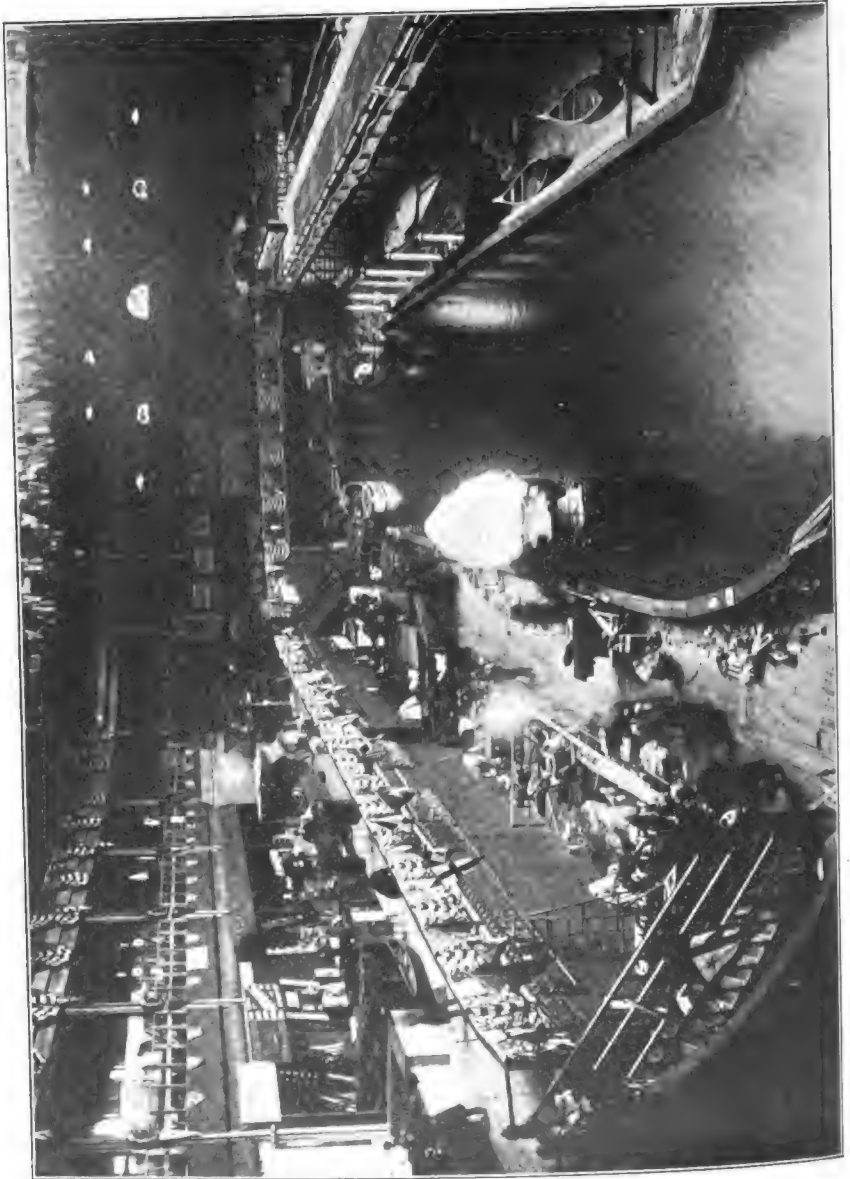
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A GLIMPSE OF THE MOTOR BOAT SHOW

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No. 20



SIGNS of a big thaw are to be found in Madison Square Garden at present, and for twelve days to come the snow-laden and ice-wearied populace of the Metropolis will find within its big show building the springsome sight of boats in graceful flight on a little shoreless lake to give them hopes of warmer seasons to come and remind them that ice-boats and non-skid devices are not for all-the-year use. Stepping into Madison Square Garden from the city streets, where breastworks of dirty snow are still piled high in the cross thoroughfares, while it has been hauled away from the avenues, one smiles at the aptness of the suggestion that here is the place where the Street Cleaning Department has dumped its snow and ice, and it has thawed and made the big pond in which men are running motor boats, just as street urchins sail their chips in the puddles left by a summer shower. The sight is somewhat incongruous, but it does give back hopes of wearing outing flannels once again.

AUTOMOBILE TOPICS

It is a toy lake that has been made for the motor boats which will hold forth in Madison Square Garden until March 9, small enough in area, but it is yet a big one to be inside a building, with basin made of ducking and shores of planking. Enough it is, however, that it is plenty big for exhibiting boats in motion and for holding races of a sort. What goes on over the waters of this artificial pond may not amount to much as a carnival of aquatic sport, but from another point of view it is of no mean importance. It amounts to something more than a puddle for the play of grown-up boys. Its water is not very clear, but the pond is a mirror reflecting the rapid growth of a new industry that gives promise of attaining giant stature. The sport of motor boating certainly has been of rapid growth since the introduction of the automobile engine, and the industry of building such craft is now a very healthy infant.

It is interesting to note how the motor boat in its progress is following in the footsteps of the automobile. At first the automobile was put on exhibition as a part of a bicycle show. It was a "bicycle and automobile" show. Next came an "automobile and bicycle" show, and then the motor car was able to knock away the props and be "the whole show." Last year there was a "Sportsman's and Motor Boat Show." This year it is a "Motor Boat and Sportsman's Show" and next year we may expect to see the motor boat able to make a respectable exhibition without any aid. It really seems to be progressing rapidly enough to justify this.

THE motor boat is, in a way, of secondary importance to this paper, the automobile field always having first claim upon its space; but the motor boat show, and all the doings of interest in that field, will receive due attention in these pages, because motor boats are quite genuinely "automobile topics." It was the introduction of the light-weight, high-powered automobile engine for motor boats that first made possible the high-speed craft of to-day, which at the beginning very naturally, though not euphemistically, were called "auto boats." The motor boat following is very largely recruited from the ranks of automobilists and the subject is one which interests those interested in other automobile topics, so that it is difficult at present to divorce the motor boat from the motor car, though one finds its element in water and the other on the land.

It does not require a Solomon nor an advertising expert to discover how the motor boat makers should distribute their advertising, since it is so obvious that the majority of motor boat users are drawn from the ranks of the automobilists.

REPEATED requests for information concerning the details to be attended to from those contemplating taking their motor cars with them on a European trip, have impressed the need for some standard compilation to answer such questions as arise with all about to tour abroad. The result is the appearance in this issue of AUTOMOBILE TOPICS of a supplement giving the information needed on this subject. The matter has been compiled by the highest authorities and will be cor-

AUTOMOBILE TOPICS

rected from time to time as the conditions change and the supplement will accompany each issue of AUTOMOBILE TOPICS hereafter indefinitely.

By all means let the date for entries for the Vanderbilt Cup race be postponed until June 15.

THERE is reason to hope for better things of the A. A. A. from now on, and AUTOMOBILE TOPICS is glad of it. The A. A. A. was criticized by AUTOMOBILE TOPICS for its misconduct in connection with the Florida races, but so long as it is for clean sport and comports itself with dignity, the A. A. A. will be supported by AUTOMOBILE TOPICS. All the best interests of automobiling in general are involved in the competency of the sport-governing body, however, and it therefore will be closely watched.

FEW men will look the truth squarely in the face and take the consequence. A conference was held last week at Hammonton, N. J., on the line of the main highway between Philadelphia and Atlantic City, with the purpose of settling the differences between the town authorities and automobilists of the Quaker City over the speed question, which is peculiarly acute during the summer season. As a compromise, the authorities proposed that the 8-miles-per-hour ordinance be retained, but with a tacit understanding that 14 miles was to be permitted, while a speed of 15 was to be regarded as cause for arrest. The Philadelphian assented, although knowing that 14 miles was ridiculously inadequate, while the Hammontonian refused to change from 8 miles as the legal rate. Each was insincere, but each professed to be satisfied. Candor was the last thing thought of.

ANOTHER wave-washed race track has been discovered. It is in Texas, on the shores of the Gulf of Mexico, and is to be put forth as a rival of the Florida beach. Something more than a beach is required to make a successful race meeting, however.

DIPLOMATS are immune where prosecutions for speed violations are concerned, it would seem. But where is the line to be drawn? A popular comedian tried the dodge last week, exclaiming, "I am a consul," and his bluff almost carried the day. Further inquiry developed the fact that he was a stage consul only, so he received the usual sentence.

QUITE different was the experience of His Most Serene Excellency, General Morteza Kele Khan, the Persian minister to the United States. He tried an automobile ride, and when halted for fracturing the speed law, almost paralyzed the arresting policeman by revealing his identity. He was released in a hurry. Now we may expect all foreign-appearing automobilists to be treated with consideration, even if they do burn the road.

Court Ruling Favors Swindlers

THROUGH a court decision, made last week, an interesting problem has been put before the New York Automobile Trade Association, and it seems likely that the retail dealers and garage keepers of the Empire State will have to go to the Legislature in order to get matters adjusted, so that they can properly protect themselves against customers who do not pay repair bills.

As matters stand at present, a man who is storing his car in a garage can have repairs made on it from time to time and run up a bill of large proportions, and although he continues to store it in the garage of the man to whom he owes the bill, the creditor cannot seize the car, nor detain it, and has no lien on it whatever, although it may be half comprised of his own materials, provided only the car has been out of the garage for even ten minutes since the repair work was done on it.

This fact was brought out in a suit brought by A. D. Proctor Smith, of Smith & Mabley, against a customer. The decision of the court was that the plaintiff had no lien on the car and could not detain it, because since the repair work had been done the chauffeur had been allowed to take the car out of the garage. In order for a lien to be established and hold good, the court ruled, the dealer must not allow the car to leave his shop after the work on it is done. Then he can hold it for payment, but if it is taken out, for ever so short a time, he has no lien upon it when it gets back to his premises.

The plaintiffs in this case have called the attention of the New York Trade Association to it, and it is probable that a bill will be prepared for the Legislature granting to automobile storage and repair men the same rights of lien on mobile chattels that are possessed by livery men.

Postpone Entry Date for Vanderbilt Race

AGROWING and spreading sentiment is noticeable in favor of keeping open the entry list for the Vanderbilt cup race until some time along in the early summer, when the roads will have been open for some time and the new racing cars will have had a chance to show their creators what they can do.

At the meeting of the directors of the American Automobile Association, held February 5, the consent of William K. Vanderbilt, Jr., donor of the cup, was obtained and the date for closing the entries, which in the deed of gift is March 15, was extended to April 15. At the meeting of the directors last week a strong sentiment was developed in favor of extending this time two months further, until June 15. Unless the time is extended, it is probable that the number of entries will be lessened. Most builders do not care to enter a car until after it has been completed and been tested. They should not be expected to do so, and it will be better to provide them time for this.

Nothing can be done in this matter without the consent of Mr. Vanderbilt, who is now abroad, but he is always amenable to reason, and there is no important reason for closing the entries so long before the date of the race.

Rival Boston Shows at War

A VERY pretty row is in progress over the forthcoming Boston rival shows.

It was started by Manager Miles, of the N. A. A. M., who has been issuing warning notices, calling the attention of exhibitors to the fact that the Importers' Show is not sanctioned by the N. A. A. M., and that participants will not be permitted to exhibit at sanctioned shows for eighteen months. He calls attention to the fact that there is still space to be obtained at the sanctioned show, which is to be held in Mechanics' Hall. A peculiar feature of the case is that the N. A. A. M. has ceased to be the promoter of the Madison Square Garden Show.

Manager Eldridge, of the Importers' Show, has met this attack by a very tart letter to Manager Miles. After intimating that he will sue for damages, if any are inflicted by this action, he makes some pointed accusations, in which he charges the N. A. A. M. with inconsistency. He says that Manager Campbell solicited the business of the exhibitors at the "outlaw" show—the Importers' Salon—held in New York last month, and has actually sold space to such exhibitors. In the face of this, he asks whether the N. A. A. M. resolution against unsanctioned shows is not a "bluff."

From the foregoing it may be gathered that show time in Boston is drawing near; likewise that the rivalry between the show promoters is becoming keen enough to cut ice.

Domestic Cars at Boston Importers' Show

NOTWITHSTANDING its title, the Boston Importers' Automobile Salon, which opens in Symphony Hall on March 13, is not to be confined exclusively to foreign-built cars. Several makes of American cars will be shown, according to Manager Eldridge, among them being the Stevens-Duryea, the Buick and the Walter. It is expected that most of the exhibits at the New York Salon will be duplicated at the Boston function. An additional attraction is the Baldwin airship, which will be shown in the East for the first time. The Salem Cadet Band will give concerts every afternoon and evening.

President Signs Bill of Ferry Privilege

AT last the troubles over transportation of motor cars on ferry boats are ended.

On Monday last President Roosevelt signed the Platt-Goulden bill, passed by Congress, which so amends section 4472 of the United States Revised Statutes that ferries are now permitted to carry automobiles and to have them run on and off the ferry boats under their own power. The motor must be stopped, however, while the ferry boat is in transit.

Much of the credit for the passage of this bill, which will greatly relieve the automobilists of all cities connected with sister cities by ferries, and the motorists of New York in particular, belongs to the Automobile Club of America, which had the bill drafted and was steadfast in urging its passage.

Grady's Bill is the Worst Yet

THE sole redeeming feature of a proposed Draconian law, provided for in a bill introduced at Albany last week by Senator Grady, is that it applies to all classes of vehicles. The measure itself might well be entitled "A bill to cripple the use of wheeled vehicles," or "A bill to give public highways to pedestrians."

The bill declares a person guilty of manslaughter in the second degree who, in operating an automobile at dangerous speed, is responsible for the death of another person. The same provision is made in the case of the rider or driver of a carriage, wagon or other conveyance moving at an unlawful rate of speed.

It is declared by the introducer that the bill is intended to protect persons in streets and highways of cities and villages, and severe penalties are imposed for violations of its provisions. Persons driving or riding in carriages, wagons, automobiles or other vehicles, are compelled to regulate their speed so as not to endanger other persons who are traversing or crossing the same highway. The fact that the speed laws do not cover certain roads shall not be construed as giving the right to ride or drive at a rate of speed that is dangerous to others.

The bill makes it a misdemeanor to drive or operate a wagon or automobile at a speed which is dangerous to other persons. The penalty for a violation is imprisonment for not more than thirty days and a fine of not more than \$100. If injuries result to others from such riding, the penalty for violation is imprisonment for from one to two years, or a fine of from \$1,000 to \$2,000. When death results from the injuries, the penalty is that prescribed for manslaughter in the second degree.

This provision covers cases of drivers attempting to evade arrest:

"Every person who rides, drives, operates, controls or directs any carriage, wagon, automobile, or other vehicle or conveyance, or a bicycle, on any public highway, road, street, avenue, or place, who refuses to decrease the speed thereof, or to stop when called upon to do so by any policeman, constable, or other person authorized to make arrests for violation of law or ordinance, or who attempts by increasing speed to escape or avoid arrest for violation of this act, shall, upon conviction, be imprisoned not less than thirty days, and fined not less than \$100 in addition to the penalties imposed by section 3 of this act."

Prosecutions or convictions under the act are not to be held to affect the right to sue for and recover damages in a civil action.

The bill will be opposed with all possible vigor by the various national, State and city automobile bodies.

New Jersey Law Tinkerers at Work

SLIGHTLY less drastic than the Gibbs automobile bill, but scarcely less obnoxious, is a measure introduced in the New Jersey Legislature last week by Assemblyman Scovel, of Camden, who was also the author of the measure passed by a former Legislature, and now on the statute books. That law has worked fairly well, but it is not considered severe enough by some of the autophobes of the State, and the Scovel amending bill is regarded as a compromise, and is, therefore, more likely to be passed than the Gibbs measure. Politics is playing its part in the matter, and unless steps are taken to oppose the bill it is likely to become a law.

AUTOMOBILE TOPICS

It provides that automobile licenses shall, in the future, be issued for one year only, and that the fee shall be five dollars, while at present licenses cost only one dollar and are perpetual. It also provides that automobiles in use in New Jersey shall display only the Jersey license numbers, and shall display them both in front and rear, this being to aid officers in the detection of offending drivers. To drive a machine at more than twenty miles an hour, or to violate any other provision of the measure, is made a misdemeanor, punishable by imprisonment and fine. Civil authorities have the right to arrest offenders without warrants.

Assemblyman Gibbs' bill is even more stringent. It provides in addition to the Scovel restrictions that licenses shall not be issued to machines with motors of more than twenty miles an hour capacity.

Wants Automatic Speed Governors Fitted

IT develops that the bill introduced in the New York Assembly by Representative Nugent is much more sweeping in its provisions than was at first supposed. It provides that all automobiles shall be fitted with "governors," or "speed regulators," which automatically prevents a speed of twenty miles per hour being exceeded. The mischievousness, no less than the absurdity of the measure will be seen from the accompanying extracts:

"No person shall operate a motor vehicle on a public highway unless the same is provided with a governor or speed regulator, suitably connected with and controlling the motive power on the motor vehicle, whereby such motor vehicle will be prevented from traveling at a greater rate than one mile in three minutes, and whereby such speed regulator automatically and positively prevents the further travel of the motor vehicle at a greater rate of speed than one mile in three minutes.

"The violation of any of the provisions of this section shall be deemed a misdemeanor, punishable by a fine not exceeding \$100 or by imprisonment not exceeding thirty days or both for the first offense, and by a fine not exceeding \$100 and imprisonment not exceeding thirty days for a second or subsequent offense."

It is provided that the bill shall become effective May 1. There is, of course, scant prospect of its becoming a law.

A Queer Insurance Idea

A PECULIAR situation has arisen in connection with the death of Raoul, who was chauffeur for the late Frank Croker. Mr. Croker's family have been interested in providing for the family of Raoul and a friend undertook to collect the insurance that Raoul had on his life. The insurance company has raised an objection to paying because it claims that Raoul was insured as a mechanic, when he was a chauffeur, and a chauffeur takes more risk than a mechanic.

It has been decided by the managers of the third annual Boston Automobile and Power Boat Show to have it begin in Mechanics' Hall on March 11, instead of on the following Monday, as originally planned. All of the arrangements thus far perfected indicate that it will be a show of unusual interest for a local affair.

Plan a Big Transcontinental Run

NOW it is a 'cross-continental go-as-you-please run that is proposed. The managers of the Lewis & Clark exposition, to be held at Portland, Ore., next summer, are back of the scheme, and they propose to organize a tour from the East some time in June, starting from New York.

Beyond getting across the continent in an automobile, there are practically no conditions. The drivers may pick out their own route and go as fast or as slow as they please. It takes five days for a traveler to go from the Atlantic States to Portland. It is expected that the time consumed by the more successful contestants will be less than a month. The distance by the shortest route is about 5,000 miles.

It is expected that most of the Eastern contestants, if the run ever comes off, will centre at Chicago, and three different routes are advised from the latter place.

The southern route, by way of Des Moines or some other Iowa point, would take the automobilist to Topeka, Kan.; thence along the Santa Fe trail to Southern California, passing through Southeastern Colorado, New Mexico, and Arizona. From Southern California the way would lead up the coast through San Bernardino and Los Angeles, through the San Joaquin valley to San Francisco. Thence to Portland, following the coast, the route would be easy.

The middle route is more difficult in some respects than the southern, but is shorter. This route takes the traveler from Chicago across Illinois and Indiana into Iowa; thence to Omaha, Neb.; across Nebraska and Eastern Colorado to Denver; thence to Salt Lake City, across the mountains into California, and thence north to Portland.

The northern route, the practicability of which is a matter of question, would lead northwest from Omaha, crossing Nebraska, the Dakotas, Montana, Idaho, and Washington; going thence south to Portland. This would include some of the most magnificent mountain scenery in the world.

Go to Albany, February 28

A HEARING on the Saxe bill will be held at Albany, N. Y., on next Tuesday, February 28, at which opportunity will be afforded to automobilists to mention the fact that they are not confined and hereditary criminals. The Automobile Club of America, the State Automobile Association, and other organizations, have arranged to have representatives on hand at the hearing to protest against the passage of the bill, but there will be room for individual protestants, and those who can spare the time should go, for it is important that this bill should not be passed.

The Saxe bill, if passed in its present form, amending the State highway law, will permit of any justice sending a man to prison for a single first violation of the speed limit, either wilfully or unintentionally, and will open the door to all sorts of personal persecutions and abuses of power, as tyrannical as any practiced in Russia. Such a law would be almost equivalent to making a man a criminal under the law as soon as he takes a seat in a motor car.

Bennett Cup Race to be Run Separately

THE Bennett Cup race will be run alone this year, as it was in 1903 and 1904. The Grand Prix will have separate dates allotted it, so that the two events will not conflict in any way. This decision was reached at a meeting of the representatives of the clubs interested, held in Paris on Monday last.

Thus ends the attempt to emasculate the race for the James Gordon Bennett Cup by running it coincidentally with a new contest arranged with special intent to overshadow the most famous international automobile speed event. The Grand Prix was fathered by the French club, and the rules under which it was run were framed expressly to give France a preponderating influence in the entry lists. Each country was to be allowed a certain number of entries, supposed to be based on the relative importance of these countries, viewed industrially. France, of course, was to dominate. When the natural outcry arose from Germany, Great Britain, Austria, Italy, America, etc., the basis of representation was changed slightly, but without materially altering the matter. Thereupon, as was noted in these columns at the time, protests were made, that of Germany being especially emphatic.

Monday's meeting was an important one, Germany, England, Austria, Switzerland, Belgium, Italy and America being represented. The speakers for the French Club were Baron de Zuylen, Marquis de Dion, M. René de Knyff and Comte R. de Vogue.

Both parties had thoroughly made up their minds before the proceedings began, and the delegates from foreign countries had come with one message and with no thoughts of compromise.

After considerable discussion it was decided that a fortnight shall elapse between the two events, and that they shall not be mixed in any way whatever; that the Bennett Cup race shall be run as it has been run for two years past—as a separate event—and that all the participating clubs shall share in defraying expenses of the contest. The representatives of the various nations promised, on the other hand, to do their best for the success of the Grand Prix.

The decision has been received with general satisfaction in all the countries except France. The latter is, naturally, considerably chagrined, and it has still to face the threat of the French manufacturers to promote a separate race of their own if the Bennett race is run separately.

Another possible complication is the reported unwillingness of the French authorities to sanction two races—that is, both the Bennett and the Grand Prix. In the event of a refusal it is proposed to run one or the other in Belgium.

THE steps of the National Capitol are now to be climbed by the all-conquering automobile. Two Philadelphia young men—strange how that sophoric town should have bred them—are to perform the feat. The steps of State Capitols have been ascended in this manner, but to scale the higher altitude of the Washington edifice is a much more formidable undertaking. But though angels might fear to tread its rugged entrance, others more daring will rush without hesitation.

The Motor Boat and Sportsman's Show

WITH the opening of the doors of Madison Square Garden, on Tuesday night, the success of the first National Motor Boat and Sportsman's Show was assured. The public evidenced its approval by filling the aisles of the building within an hour after it was granted admission, and any last lingering doubts of the popularity of the motor boat were dispelled.

This show, which is the successor of the Sportsman's exhibit, and which now embodies that exposition, with the motor boat given pre-eminence, is this year being conducted under the auspices of the National Association of Engine and Boat Manufacturers and the Sportsman's Exhibition Company, with J. A. H. Dressel as general manager.

The show was formally opened Tuesday night, by Rear Admiral Joseph B. Coghlan, of the United States Navy, acting as the personal representative of Paul Morton, Secretary of the Navy. He was accompanied by his staff, and there were also present as a special committee of commodores, including mostly the following: W. H. Ketchum, president of the American Power Boat Association; Alphonse J. Alker, Manhasset Bay Yacht Club; Louis F. Heublein, Hartford Yacht Club; George R. Branson, Columbia Yacht Club; James P. Elmer, White Bear Yacht Club; J. Wesley Allison, Cape May Yacht Club; J. Percy Bertram, Bridgeport Yacht Club; George Lauder, Jr., Indian Harbor Yacht Club; Edwin S. Renwick, St. Augustine Yacht Club; Cecil Gabbett, Savannah Yacht Club; Charles W. Bray, M. D., Portland Yacht Club; Benjamin P. Cheney, Boston Yacht Club; A. I. McLeod, Detroit Yacht Club; Daniel G. Reid, Atlantic Yacht Club; F. H. Waldorf, New Rochelle Yacht Club; George H. Worthington, Cleveland Yacht Club; E. T. Affleck, Toledo Yacht Club; Alexander Van Rensselaer, Corinthian Yacht Club; F. T. Rogers, M. D., Rhode Island Yacht Club; H. G. Possner, Edgewood Yacht Club; and R. A. Dodson, Hampton Roads Yacht Club.

Navy and army officers and municipal authorities also were present in numbers as invited guests, the list of these functionaries who accepted the invitation being: Capt. W. H. Brownson, Superintendent of the United States Naval Academy; Rear Admiral Francis T. Bowles, President of the Society of Naval Architecture and Marine Engineering; Rear Admiral George H. Melville; Nevada N. Stranahan, Collector of the port of New York; J. S. Clarkson, Surveyor of the Port of New York; Hamilton Fish, Assistant Treasurer of the United States; Naval Constructor W. J. Baxter, U. S. N.; Naval Constructor D. J. Nutting, U. S. N.; Gen. Frederick Dent Grant, Commander of the Department of the East, U. S. A.; Gen. Fitzhugh Lee; Senator Henry Cabot Lodge; Charles V. Fornes, President of the Board of Aldermen; J. Wesley Jones, President of the United States Volunteer Life Saving Corps; Police Commissioner William McAdoo.

A glance about the interior of the big hall left no doubt about the motor boat being the chief part of the show. The familiar guide camps and other regular features of the former Sportsman's Shows were not entirely missing, but they were few in number, and the exhibits of the motor boat concerns so filled the scene that one had to look for the other things. On the whole, the general appear-

AUTOMOBILE TOPICS

ance of the exhibition shows an improvement over that of last year. More attention seems to have been paid to decoration, and the vaulted dome of the skylight is gay with the trimmings of flags, pennants and bargees of various yacht clubs. There is a better arrangement in the galleries, the platform over the arena boxes having been extended so that one may walk all around the balcony. There are exhibits on the ground floor about the lake, on the landing pier in the center of the lake, on the balcony, and in the first gallery.

The lake this year is much larger than ever. It is the largest lagoon ever built indoors. It contains more than 500,000 gallons of water, and measures twelve laps to the mile at the pole. In the center is an island, reached from the mainland by the rustic bridges, the whole furnishing a woodland effect very pleasing to the lovers of outdoor sport.

On this lake the motor boats are shown in operation. In all there are about twenty exhibitors of motor boats, and eighteen that show only the motors, with something like forty-five showing accessories.

Above the lake is the long trough for fly casting, which forms a sort of roof over the island or pier in the center of the lake.

Some of the boats made famous last year will be on the lake, as well as many new and novel things in boat construction. One of the firms that will exhibit has turned out for the Government a new non-sinkable lifeboat, equipped with a gasolene engine of 24 hp. It is the first successful power-driven lifeboat that has been turned out, although England, France and other countries have been experimenting for years.



ROBERT JACOB'S "MISS SWIFT"

AUTOMOBILE TOPICS

The secret in this boat lies in an automatic cutout which shuts off the power when the propeller wheels leave the water, and prevents the breaking of shafts. The boat is self-righting and self-bailing.

The firm of Panhard & Levassor are displaying a 24-hp. marine engine and a remarkably well designed 60-hp. auto boat. The clean cut lines of the latter impress the beholder most forcibly. It has a length over all of 40 feet and a 5-foot beam. The hull is double planked, the combined thickness of both planks being less than one-quarter of an inch. The outside planking is of selected mahogany, and the inside planking of cedar, copper fastened. Over 17,000 fastenings are employed.

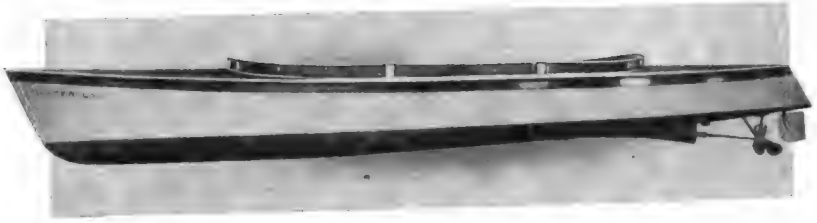
The trimmings of the boat are mahogany, with decks of canvas to save weight. The outside of the hull was given eight different coats of paint, the finishing coat being of aluminum, making a most brilliant finish. The cockpits are arranged for forward, where the boat can be steered in smooth water, the engineer's quarters being aft, the engine being covered by a metal hood. In case of rough water the forward cockpit is covered with metal covering. The steering quadrant is arranged in the engine cockpit, where the engine can be controlled, the operator handling the steering lever on one side and the reverse and clutch lever of the engine on the other.

The engine is of the latest Panhard auto-marine type, developing 60-hp., equipped with a Krebs carbureter and high tension magneto. The boat is equipped with the usual Panhard reversible propeller wheel.



NEW PANHARD 60 HP. BOAT

AUTOMOBILE TOPICS



31-FOOT LOZIER SEMI-RACER

Every afternoon and evening during the show there will be water sports between members of the United States Volunteer Life Saving Corps, including canoe tilting, gunwale races, tub races, canoe speed tests, pneumatic mattress races, and a tug of war with canoes. Fly casting for records will interest every fisherman, while hunters who admire sharpshooting will watch the work of S. M. Van Allen, the Long Island amateur, who at twenty-five yards shoots diagrams of animals out of cardboard.

The various yacht and boat clubs will, during the show, have certain nights set aside for their members, those on Washington's Birthday night, which is the second night of the show, including the New York, Atlantic, American, Larchmont, Manhasset Bay, Thousand Islands and the Marine and Field Club.

The show will continue until March 9.

Admiral Coghlan, in opening the show on Tuesday night, stood on a platform at the Fourth avenue end and addressed the crowd as follows:

"The exhibition to-night marks an epoch in our mode of water travel as well as our advance in water sport, and in the utilities of life as necessitated by Old Ocean. The motor boat, as you know, is a distinct improvement. It has always been a desideratum in water travel to reduce the weight of machinery and gain power. This led to the magnificent reciprocating steam engines and boilers of the present day. Still, they are not all that can be desired, and the steam motor, in the shape of the turbine, is taking their place. The inventive genius of man has been hard at work trying to get nearer perfection.

"This motor advance in the line of water travel has taken the usual course



LOZIER "SHOOTING STAR"

AUTOMOBILE TOPICS

of all inventions where big money interests have been involved. The natural conservatism of moneyed men has forced inventors to demonstrate the utility of the motor in the smaller ways; men do not care to risk large fortunes on what might be called untried methods and machinery. The motor boat is now, in my opinion, here to stay. The navies of the world, the most conservative of all institutions, have adopted it as the only solution of submarine boating—and in that line we have already met with a great measure of success. In the smaller boats carried by the men-of-war for every-day use, a great saving of weight, which increases correspondingly the carrying capacity of the boats, has been attained, and so soon as prejudices against carrying on board vessels such inflammable substances as gasolene is overcome, a still further advance in this direction will be made.

"Such exhibitions as the present do the greatest amount of good and should be repeated frequently. We at present see that motors are supplied to great mercantile advantage in many of the fishing and trading craft along the coast—anyone can appreciate the value, even in money, of getting a cargo of fish to market in the shortest possible time—and also of getting fruits and even passengers to their destinations in spite of calm weather. Many people decline to make a trip where calms may prolong it indefinitely, but with the motor boat, even as an auxiliary, many go who would otherwise not do so.

"But to speak to the full extent possible on this subject would require a whole night, so I have merely pointed out the heads and anyone can fill in the spaces.

"Sportsmen of all nations should profit by this exhibition. I take pleasure in declaring in the name of the Secretary of the Navy of the United States that the National Motor Boat and Sportsman's Show is now open."

Hardly had the show opened Tuesday night when E. A. Riotte, of the Standard Motor Construction Company, reported the sale to the United States Navy of the 30-foot high-speed mahogany yacht tender of 25 hp. for use with President Roosevelt's yacht, the Sylph. This boat is a miniature reproduction of the



JAMES L. MARTIN'S "CATCH ME"

AUTOMOBILE TOPICS

famous racer, "Standard," and the 90-foot Gregory, which is now on the ocean, going to compete in the French races.

Floating on the lake is a famous racer of last season, but which is hardly known under its new cognomen, the Bison, for last year William K. Vanderbilt, Jr., owned her and raced her, and she was known then as the Hard Boiled Egg.

A 30-foot mahogany tender is built out of a mahogany tree that sold for \$2,600 in London two years ago.

The biggest motor in the show is an eight-cylinder Craig of 250 hp., and is valued at \$10,000.

The complete list of exhibitors is as follows:

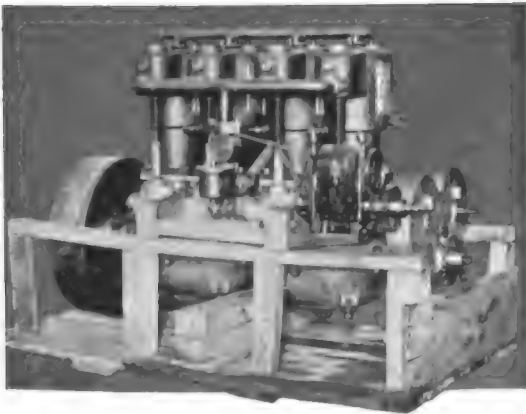
H. M. Stevens, Madison Square Garden, New York City.
Harry A. Chapman, Bangor, Me.
S. L. Crosby Company, Bangor, Me.
William Roche, New York City.
Remy Electric Company, Anderson, Ind.
Armour & Co., New York City.
America Company, Rockford, Ill.
Adirondack Guides Association, Saranac Lake, N. Y.
A. B. Moncure, Reams, Dinwiddie County, Va.
Anglers Company, Hartford, Conn.
Fraser Hollow Spar & Boat Company, Greenport, L. I., N. Y.
Motor Boat Publishing Company, New York City.

LAUNCHES, MOTOR BOATS, ETC.

Newbury & Dunham, New York City.
American De Dietrich Motor Car Company, New York City.
E. H. Gotshalk Company, Philadelphia, Pa.
Williams-Whittelsey Company, Long Island City, N. Y.
Buffalo Gasolene Motor Company, Buffalo, N. Y.
H. Neubauer, Palais de l'Automobile, New York City.
Lamb Boat & Engine Company, Clinton, Iowa.
Lozier Motor Company, New York.
Charles E. Miller, New York City.
Lambert Snyder Vibrator Company, New York City.
Victor Metals Company, New York City.
Rudder Publishing Company, New York City.
Dayton Electrical Company, Dayton, Ohio.
Charles F. Splitdorf, New York City.
Doubleday, Page & Co., New York City.
Tie Company, Unadilla, N. Y.
R. J. Dick, Elizabeth, N. J.
Cycle and Automobile Trade Journal, Philadelphia, Pa.
H. L. Rand, Worcester, Mass.
The Lunkenheimer Company, Cincinnati, Ohio.
D. P. Van Gorden, Orange, N. J.
American Electric Novelty & Manufacturing Company, New York City.
Herz & Company, New York City.
Grand Trunk Railway Company, Detroit, Mich.
Canadian Pacific Railway Company, Montreal, Canada.
Richelieu & Ontario Navigation Company, Montreal, Canada.
Intercolonial Railway of Canada, Montreal, Canada.
Fishery Commission of New Brunswick, Chatham, N. B.
Charles R. Durkee & Co., New York City.
Abercrombie & Fitch Co., New York City.
William Hjorth & Co., Jamestown, N. Y.
Douglas Manufacturing Company, New York City.
Bird, Jones & Kenyon, Utica, N. Y.
Foster Rubber Company, Boston, Mass.
G. W. Cole Company, New York City.

AUTOMOBILE TOPICS

Mehlbach Saddle Company, New York City.
Gas Engine & Power Company.
Charles L. Seabury & Co., Morris Heights, N. Y.
Standard Motor Cons. Co., Jersey City, N. Y.
Electric Launch Company, Bayonne City, N. J.
James Craig, Jr., New York City.
Smith & Mabley, New York City.
Siegel-Cooper Company, New York City.
Pierce Engine Company, Racine, Wis.
Truscott Boat Manufacturing Company, St. Joseph, Mich.
Panhard & Levassor, New York City.
August Mietz, New York City.
Clifton Motor Works, Cincinnati.
Mackay Engineering Company, New York City.
Richardson Engineering Company, Hartford, Conn.
Spaulding Gas Engine Company, New York City.
Mianus Motor Works, Mianus, Conn.
Eagle Bicycle Manufacturing Company, Torrington, Conn.
H. W. Hubbard, Middletown, Conn.
Lacey Brothers, Brown-Cochran Company, Toledo, O., Lorain, O.
H. W. Jeffers, New York City.
William H. Brodie Company, New York City.
Palmer Brothers, Cos Cob, Conn.
Edison Manufacturing Company, New York City.
Smalley Motor Company, Bay City, Mich.
Carlyle-Johnson Machine Company, Hartford, Conn.
The Isham Company, Norwich, Conn.
Trebert Automobile & Marine Motor Company, 407 St. Paul Street, Rochester, N. Y.
C. L. Altemus & Co., Philadelphia, Pa.
Shaw Propulsion Company, New York City.
Bankers' & Merchants' Agency Company, New York City.
George Henry Cowen, care of Mrs. Grant, Cypress Hills, N. Y.
R. H. Ingersoll & Bro., New York City.
Meyer, Limited, New York City.
Klean-Al Manufacturing Company, New York City.
Blauvelt Knitting Company, Newark, N. J.
E. M. Grunwaldt, New York City.
The Yeager Furniture Company, Allentown, Pa.
Gas Engine Whistle Company, New York City.
A. Louvet & Son, Woodhaven, L. I., N. Y.
The Little Giant Manufacturing Co., New York City.
George Crowley, New York City.



BARIQUAND & MAKE 27 HP. ENGINE SHOWN BY H. NEUBAUER

BOAT MOTORING

CONDITIONS for the racing events to be held during the Kiel (Germany) Regatta week have been made public by the German Automobile Club. The contests are to take place on Thursday, June 29, and Friday, June 30, at 5 o'clock on the first and 12 o'clock on the second day. The following are the more important regulations:

The boats are divided into three categories: Racing, pleasure and traffic, and fishing boats:

Racing Boats.—Class A is open to boats of 18.01 to 25 meters in length, of unlimited horse-power; Class B, boats measuring from 12.01 to 18 meters, horse-power unlimited; Class C, boats measuring from 8.01 to 12 meters, horse-power unlimited; Class D, boats measuring 8 meters and less.

Pleasure and Cruising Boats.—Class E, boats with motors of 10.01 hp. and more; Class F, boats with motors of 10 hp. and less.

THE first stage of its journey across the Atlantic was completed last week by Lewis Nixon's twin-screw power boat Gregory, when Bermuda was reached, after a fast but rough passage of fifty hours from Greenport, L. I. From Bermuda she will cross the Atlantic to Gibraltar in comparatively warm and pleasant weather. The time made by the Gregory from Greenport to Bermuda is better than the regular passenger steamers make from New York, for she traveled nearly a hundred miles further than they do. The Gregory will start in the ocean race—for which she was specially built—from Havre to New York, for the \$10,000 cup offered by M. Charley, of Paris.

THERE has long been a club at St. Augustine; the Yacht Club, which after languishing for some Winters, was revived a few seasons ago with the introduction of a class of small sailing yachts and motor boats, and which is now in flourishing condition. Nassau and Bermuda, being English settlements, of course, have clubs, as have all the West India islands.

ONE of the latest concerns to enter the motor boat field is the Winton Motor Carriage Company. The well-known makers of the Winton automobile are building a 150-hp. 12-cylinder engine for the racing boat that B. D. Crowninshield is designing for a Boston yachtsman.

A 20-HP. motor boat is to be put into service at the Fire Island life-saving station this Spring. If the experiment proves successful, it is likely to revolutionize the coast guard service.

Cleveland Automobile Show

CLEVELAND, February 21.—Last evening, at 7 o'clock, the doors of Gray's Armory swung open on the Cleveland Automobile Show, the city's third annual event of this character. The sight which greeted the eyes of visitors was charming. The armory lends itself well to an exhibition of this sort, and the sixty-seven automobiles found on the floor were strikingly arranged in handsome booths.

The cars themselves are not new to readers of *AUTOMOBILE TOPICS*, there being none on hand which has not received mention in its columns.

Society was out in full force, and many beautiful faces and handsome gowns were noticed in the throng. Cleveland's first night was certainly a society night. Most of the cars are shown in booths arranged in the center of the floor, though a few are housed in booths along the walls, but for the most part these spaces are given over to exhibits of tire concerns and the makers of other fittings for automobiles and of things which add to the comfort and convenience of the enthusiast.

About 4,000 persons were in the armory during the three and a half hours while the show was on and some sales were made, the local agents for the Baker electrics having secured three orders during the evening.

No building decorations have been provided, save arches of electric lights. The booths, however, are beautiful. Most of the signs are electric and the lighting effects are splendid. A fine orchestra enlivened any possible dull moments and added to the pleasure of those in attendance.

Altogether, this Cleveland show is the prettiest show of the year, save the Importers' Salon, in New York, and the class of people attending closely corresponds with that of New York's two shows.

The committee of the Cleveland Automobile Club, which has charge of the show, planned to have the opening night the occasion of a society gathering, and their efforts were in every way successful.

Among those present last night at the armory were: Miss Elinor Blood, Mr. and Mrs. S. C. Smith, Mr. and Mrs. Harrison M. Snider, Mr. and Mrs. F. B. Converse, Mr. and Mrs. George Collister, Mr. and Mrs. W. F. Sayle, Mr. and Mrs. Frank Hart, Miss Hart, Mr. and Mrs. Frederick S. Borton, Mr. J. J. Stanley, Mr. and Mrs. D. E. Dangler, Mr. and Mrs. Frederick T. Sholes, Mr. and Mrs. E. Shriver Reese, Mr. and Mrs. Edward Sherman, Mr. and Mrs. J. R. Blakeslee, Jr., Mr. and Mrs. F. C. Gates, Mr. and Mrs. Charles Harbaugh, Mr. and Mrs. Henry Dreher, Mr. and Mrs. Oscar Dreher, Miss Marienne North, Mr. and Mrs. William S. Gilkey, Mr. and Mrs. W. G. Graves, Mr. and Mrs. A. C. Newman, Miss Winton.

The giving away of souvenirs is one of the features of this show. It is being generally indulged in by the exhibitors.

The club committee in charge of the show consists of: George Collister, Captain H. P. Shupe and W. F. Sayle.

The list of exhibitors is as follows:

Reo Motor Car Company, Lansing, Mich.; The Automobile Garage & Repair

AUTOMOBILE TOPICS

Company, 404 Huron street, City; Fisk Rubber Company, 318 Euclid avenue, City; The W. N. Booth Automobile Company, Willson and Payne Avenues, City; Cameron Motor Car Company, City; Parsons Electric Motor Carriage Company, 392 Erie street, City; Badger Brass Manufacturing Company, Kenosha, Wis.; The Veeder Manufacturing Company, Hartford, Conn.; Gray & Davis, Amesbury, Mass.; Hartford Rubber Works Company, 77 Bank street, City; The Hussey Drop Forge & Manufacturing Company, City; Lorain Automobile Company, Lorain, O.; Diamond Rubber Company, Huron street, City; National Carbon Company, City; G. & J. Tire Company, Indianapolis, Ind.; Cleveland Motor Car Company, 388 Erie street, City; The B. F. Goodrich Company, Superior street, City; Standard Oil Company, City; The Sprague Umbrella Company, Norwalk, O.; Gabriel Horn Company, 422 Superior street, City; Goodyear Tire & Rubber Company, Akron, O.; S. F. Bowser & Co., Ft. Wayne, Ind.; The Twentieth Century Manufacturing Company, 17 Warren street, New York, N. Y.; The Electric Storage Battery Company, Citizens' Building, City; Ohio Oldsmobile Company, 411 Euclid avenue, City; R. H. Magoon Motor Car Company, 574 Euclid avenue, City; Price Bros. Carriage Company, City; The White Sewing Machine Company, City; Gaeth Automobile Works, 902 Pearl street, City; H. S. Moore, 160 Crawford Road, City; Ohio Motor Car Company, Erie street, City; The Winton Motor Car Company, City; The Chisholm & Phillips Automobile Company, 1324 Euclid avenue, City; The F. B. Stearns Company, East Cleveland; The Royal Motor Car Company, City; Morgan & Wright, Chicago, Ill.; The Rose Manufacturing Company, Philadelphia, Pa.; Automobile Garage & Repair Company, City; Cleveland Tanning Company, City; W. M. Zorn, City.

Racing Carnival at Lakewood, N. J.

IT is difficult to understand how it can be done, when the pleasant little New Jersey law, so boasted about as being "ideal," does not permit of any legal suspension of the speed limit, but the Lakewood Board of Trade, of Lakewood, N. J., has planned to promote a series of races in that locality, and has applied to the A. A. A. for a sanction for them.

According to the plans of the Lakewood Association, the races are to be held on a triangular course, twenty-five miles in circuit, and will rival in interest the tournament on the Florida beach. The course is said to be superior to that used last year for the Vanderbilt Cup race, and the races are to fill a period of six days.

The program of events has not yet been determined upon, but will embrace contests for both racing machines and stock cars. In the latter there will be classifications by both price and horse power, while the distances will vary from one mile to possibly one hundred miles.

Mr. George J. Gould and other wealthy cottagers of Lakewood are members of the Board of Trade, and the plan was well considered before being decided upon.

THE AUTOMOBILE CLUB OF FRANCE has presented a medal to Messrs. De Dietrich as a recognition of their having been awarded the Gaikwar of Baroda's cup.



THE RENOWNED DE DIETRICH

(License Turcat-Méry)



De Dietrich Coupé Limousine, 20 and 30 Horse-Power.

WHAT USERS SAY:

"The ideal car for town and country."
"Wonderful hill climber."
"Delightfully even and silent running."
"Easy to drive."
"A splendid piece of engineering work."

"Perfect workmanship."
"De Dietrich bodies are the perfection of graceful outline."
"Splendid material."
"Reliability, strength, extraordinary wearing qualities."

FOUR MODELS

ESPECIALLY BUILT FOR AMERICAN ROADS

20 H. P. 30 H. P. 40 H. P. 60 H. P.

DE DIETRICH AMERICAN BRANCH

Sole Agents for the United States, Canada, Mexico and Cuba for De Dietrich & Cie, Luneville, France.

FREDERICK TURKHEIM, Director

R. de BROU, Manager

1 WEST 34th STREET, NEW YORK

Telephone 974 38th St.
975

Mention "Automobile Topics" when writing.

New York to Chicago

Eleventh Section—Waterloo to South Bend

LIKE the previous day's run, this route is also over some fair to good dirt roads, and some fast time may be made outside the towns and villages. The day's tour has been purposely made into a short one of 76 miles, so as to leave a good size day's run to finish the tour from South Bend to Chicago. Besides that, South Bend offers superior accommodations for an over-night stop than do the small towns which follow in between there and Chicago.

Passing through Waterloo, continue on straight road west, passing .5 mile south of

SEDAN (4 miles).

Over bridge, pass .5 mile south of

CORRUNA (7 miles).

Up short hill; just beyond school-house turn sharp left, then right; continue along straight road, bearing right up hill into

KENDALLVILLE (14 miles).

Take Main street north to end; turn west, following telephone poles, through

BRIMFIELD (21 miles).

Cross railroad tracks, through

WANAKA (26 miles).

Cross bridge, and bear gradually to right, to

LIGONIER (32 miles).

Take Craven street north to bridge;

follow telephone line past brick church; turn right, through

MILLERSBURG (37 miles).

Straight to

GOSHEN (48 miles).

Continue straight road, near railroad, and Elkhart River, following trolley line to

ELKHART (59 miles).

Follow street car tracks westward out of the city; turn left, cross railroad; turn right at brick school-house; continue straight along on south side of railroad to where road crosses railroad again, into

OSCEOLA (66 miles).

Follow direct road straight to

MISHAWKA (71 miles).

Take Second street west, straight to

SOUTH BEND (76 miles).

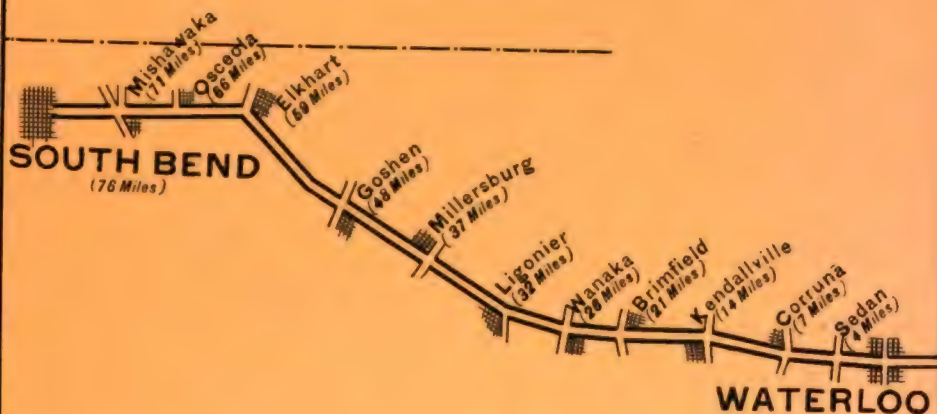
New York to Chicago

Eleventh Section

Waterloo to South Bend



M I C H I G A N



I N D I A N A

BORMAY & CO., N.Y.

Table d'Hôte, \$1.50

Specialties a la Carte

CAFE DES BEAUX-ARTS

80 West 40th St., New York
BRYANT PARK SOUTH

Suppers delightfully
served
Three Orchestras

Truffault-Hartford Suspension



The Truffault-Hartford Shock Absorber

Among others, the following prominent manufacturers and importers are equipping their entire 1905 output:

Geo. N. Pierce Co. (Awarded the Grand Prize at St. Louis).

F. I. A. T. (Highest long distance speed ever attained by any vehicle).

Richard-Brasier (Winner Gordon Bennett Cup 1904).
Peugeot (Decorated at Paris Salon by President Loubet).
For sale by all dealers.

Increases the speed.

Prevents lost traction.

Doubles the life of the tires.

Absolutely prevents breaking of springs.

Makes cobble-stones and rough roads seem like asphalt.

Enables cars to run over roads at highest speed, which could not be negotiated at all without it.

Endorsed by all prominent engineers the World over.

Won all prominent races during 1904, including Gordon Bennett Cup.

Won World's Record for 100 miles and 50 miles at Ormond, Fla., 1905.

Nobody who owns a car of any type can afford to be without it.

Write us and we will prove all these statements.

Money cheerfully refunded if it does not do all we claim.

What more can you ask for one device?

Price per complete set of four suspensions, \$60.

Applied at our factory, No. 390 Hudson St., N. Y. City, for \$10 additional.

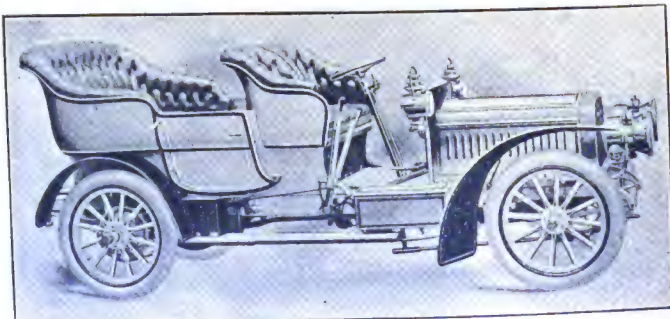
HARTFORD SUSPENSION CO.,

Edward V. Hartford, President.

**67 VESTRY STREET,
NEW YORK.**

DELAHAYE

**30
Horse
Power
\$7,500**



**30
Horse
Power
\$7,500**

Do you want the best and most reliable automobile for American Roads?
Do you want the most graceful body at the most reasonable price?

Then get the noted

DELAHAYE

Address **L. J. GAUGLER, 290 Broadway, New York**

Mention "Automobile Topics" when writing.

Prayer of New York Dealers Answered

THERE has been an amazing promptness on the part of the New York Street Cleaning Department to answer the prayers of the automobile dealers on West Thirty-eighth Street, by cleaning the snow and ice from that thoroughfare—since the shameful condition of the street and the prayers of the dealers were given publicity in last week's issue of *AUTOMOBILE TOPICS*.

The paper, containing a picture of the miniature Alps in Thirty-eighth Street, was sent out Thursday night, so as to reach the proper persons on Friday, and on Saturday there was a force of men with picks and shovels at work on the icy parapets, as is shown by the accompanying picture.

Which is another illustration that it is well to have prayer supported by works.



PRAYERS BEING ANSWERED IN AUTOMOBILE ROW, NEW YORK

London's March Show

AT Agricultural Hall, London, on March 18, there will be opened an "International Exhibition of Automobiles." This will be the tenth of the series promoted by Messrs. Cordingley & Co., of the *Motor Car Journal*, and will be under the auspices of the Automobile Mutual Protection Association, of which Earl Shrewsbury is a leading spirit. Not only will there be a thoroughly representative display of British-made vehicles, but the exhibits from Europe promise to be quite as comprehensive of the development that has taken place there during recent years. A large display of heavy vehicles for commercial purposes will be on view, and the Aero Club of Great Britain is organizing an exhibition of balloons, air-ships and similar machines of popular interest. Many of the leading American cars represented in Europe will be on view, and a few firms in the United States are making direct application to Messrs. Cordingley & Co.

Master Hand at A. A. A. Helm.

THERE is no question but what Elliott C. Lee, the new president of the American Automobile Association, displayed a masterly grasp by the way he took hold of the mixed-up affairs of the organization at the first meeting of directors over which he presided. This occurred on Friday of last week at the rooms of the Automobile Club of America, in New York City. It was unanimously agreed, by those who attended, that it was the best meeting held for six months or more, and since the affair the confidence in the future of the A. A. A. has been in a large measure restored.

Nothing better revealed the thoroughness of Mr. Lee's methods than the action of the directors at this meeting in drafting a declaration of objects and policy, which since the organization of the association, several years ago, had become somewhat hazy. A large part of the time of the meeting was spent in framing a declaration of policy concerning various important questions and in the document was embodied this statement:

The objects of the association at the present time are:

"First: To unite in one national body the automobile clubs of the United States, and through them the individual automobilists.

"Second: To promote and further all matters of a national character in which automobilists are interested and particularly these: (a) Legislation, (b) good roads, (c) control of racing.

"Third: To provide for its members actual benefits and particularly these: (a) Reciprocal club privileges, (b) bureau of information concerning laws, touring routes, road maps, racing statistics and similar subjects; (c) a medium for the exchange of ideas and information of value to clubs in furthering their promotion and usefulness and of value to individual automobilists."

For the benefit of the clubs and individuals in the association the secretary was instructed to at once prepare a list of all road maps that are being published, with their prices, and where they can be obtained.

Another move made, indicating the new and rigorous policy of President Lee, was that of preparing for immediate incorporation of the association under the laws of New Jersey. The members voted in favor of incorporation at the annual meeting, but since then nothing had been done. Now, the charter will be issued in another week.

The Saxe bill, amending the present automobile law in New York State, was discussed and a resolution condemning it was adopted. The officers were instructed to take all fitting measures to oppose it.

President Lee was directed to write to President Roosevelt requesting him to sign the Platt bill permitting automobiles to be carried on ferries, which recently was passed by both houses of Congress.

The resignation of W. C. Temple as chairman of the racing board was left on the table, as Mr. Temple is now touring in Florida. He is to be urged to withdraw his resignation.

The secretary was instructed to call a meeting of the racing board as soon as possible to arrange details concerning the next Vanderbilt Cup race.

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Besides President Lee, of Boston, those present at the meeting were: Dave Hennen Morris, president of the Automobile Club of America; John Farson, president of the Chicago Automobile Club; George E. Farrington, president of the Automobile Club of New Jersey; R. L. Lippett, Rhode Island A. C.; Windsor T. White, president of the National Association of Automobile Manufacturers, and C. H. Gillette, secretary.

Farmer Found the Horn Useful

THAT some aspects of automobilizing appeal even to the most vehement opponents of the pastime is made plain by an anecdote, the telling of which is ascribed to Denman Thompson, of "Old Homestead" fame:

"A few days after an automobile race," Thompson said, "I happened to be driving over part of the same course. I stopped at a farmhouse and asked to be allowed to give the horse some water. I got some good hard cider along with it.

"What did you think of the automobile race?" I asked my genial host.

"The best thing for me that ever happened," replied the farmer.

"What!" I exclaimed, "I thought all you farmers were against it."

"Not me" said the farmer. "You see, I got a balky mule that draws my stuff into market every morning. Yesterday morning that mule balked half way to the market. Couldn't get him to stir. While I was trying to coax him I saw a strange thing lying in the roadway. Sort of a rubber thing. I picked it up and accidentally squeezed it. It let out a terrible noise, just like one of those machines, and that mule started, me on the tail-board, and never stopped until it got to the ferry. I brought it home and showed it to 'Manda, and we squeezed it and squeezed it and squeezed it, and every darn chicken ran to the coop, every darn pig hid in the pen, every darn cow ran to the barn, the cat got behind the stove, the dog got into his house, and 'Manda and me spent the quietest night we've had in many a day. No, siree, of all the labor-saving machines I ever did hear of, this is the best."

THAT the automobile is more sinned against than sinning is the conclusion of Chicago's vehicle inspector, Patrick Ward, who has been investigating complaints in recent accidents. It is the inspector's belief that the automobile has been run down by other vehicles instead of running down the carriages. "In nine cases out of ten my investigation has led me to believe that instead of the automobile running down a vehicle while going at top speed, the vehicle has in reality run down the automobile," said Mr. Ward. "It has come to be the popular belief that owners of automobiles are always wealthy and can stand to pay for any damages. Consequently, the drivers have taken all sorts of chances while passing in front and about automobiles. It might as well be understood now that this office will see to it that the rights of the automobilists on the streets are respected."

It is reported that an automobile service will be established on the State Reservation at Niagara Falls. Each car will have a capacity of twenty passengers.

Preventives and Remedies

PART XXIII

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Clutches and Brakes

CHAIN CARE AND ADJUSTMENT.—On the morning after driving over muddy roads the chain will be found covered with a white, hardened coat of dirt and red with rust, but underneath the bearings are usually in good order if the chain was properly lubricated on the day of the driving. A few knocks with a wooden stick or hammer, while the car is pushed to and fro (or the wheels jacked up, one after the other, and turned around), will cause the dirt to fall off. This is better than to clean the chain while it is wet, because there is less occasion for grit to work into the joints of the chain. After a good shaking, the chain may be brushed over lightly with kerosene to loosen the fresh rust, and wiped with cotton waste.

Occasionally the chain should have a thorough cleaning and renewal of lubricant. The simplest method consists in removing it from the car—uncoupling its screw-bolt joint, of course—and after removing all caked dirt, as above, brushing it vigorously in a kettleful of kerosene. After the brushing, rinse it in the same fluid by dipping it in and lifting it out repeatedly and rapidly. Hang it up to dry, and prepare a hot bath of vaseline (or almost any fatty substance of the same consistency) and the best quality of graphite (not stove graphite). Place the whole chain, now clean and dry, into this bath; continue heating to drive out air bubbles of the joints and facilitate the entrance of the lubricant. By rolling the chain tightly around itself and placing the roll flat in the bottom of a vessel large enough in circumference to hold it in this fashion, the lubricant is best economized and the joints best filled.

Allow the whole mass, with the chain submerged, to cool. Then take out the chain and wipe off the superfluous outer coating. Try each link by bending the chain both ways, and if a stiff joint remains after this treatment remove it.

BRAKES.—The less brakes are used, the longer they will last, of course. The less abruptly they are applied, the longer the tires will last. It is an almost universal error to apply brakes too frequently, to depend on them for normal stops and slackenings of speed, and yet to operate an automobile day after day with the brakes more or less out of order.

When the driver of a horse pulls the animal back on its haunches he is applying an exceedingly powerful brake; but it is not quick acting and dependable unless the animal is well trained and in excellent health. It is double-acting, however, since the horse, hanging forward in the harness, legs stiffly at an angle with the ground, effectively prevents the vehicle from rolling backward. For all that, heavy horse-drawn vehicles are provided with mechanical brakes, and very often with sprags, to arrest all backward motion before momentum may be gained. Automobiles, which generally have less available reserve power than the horse,

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and are usually made to travel much faster, should evidently be provided with a more trusty brake equipment than that which many persons fail to recognize as such, in the case of animal traction, because the word "brake" is not applied to its most important element.

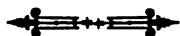
Two sets of brakes, consisting of one brake acting on the differential shaft in either direction, and one brake acting on each of the driving wheels, also in either direction, plus a positive ratchet-and-pawl device, or a ground sprag, acting only against backward motion, constitute the necessary equipment for any motor car. The rule for using it should be: Drive as if the car had no brakes whatever, keep them in perfect order more religiously than even the valves of the motor.

Aside from the descent of very steep hills, the legitimate use of brakes is always confined to the purpose of correcting an error in the driver's judgment of distances or speed, or a shortcoming in his or somebody else's watchfulness, as where a person, child or animal suddenly appears in the path of the vehicle.

The sprag, or ratchet-and-pawl device, serves as a stone chocked under the wheels. When a car, for any reason, is brought to a stop on a rising grade, it is inconvenient, to say the least, to be obliged to dismount to find a stone before the clutch may be uncoupled or the regular brakes released, for a new start. The sprag, whatever its design, serves the avoidance of such awkward manœuvres.

Lately most band brakes, and all internal expansion brakes, act on a drum or ring made of brass, phosphor bronze, or some other alloy different from the steel of the band, without any facing of camel's hide or ordinary leather or fiber intervening. These metal-to-metal brakes permit a closer adjustment of the band to the drum, and thereby a shorter motion of the brake lever, and this means a greater leverage and more energetic pressure for a hand or foot motion of a given length. The friction, on the other hand, is less for a given pressure than if one of the surfaces is leather, so that the whole braking effect is under better control, depending upon the pressure applied rather than on the more uncertain condition of the leather surface. Accompanying these important advantages of the metal-to-metal brake there is a necessity for frequent inspection and test, since any slight stretching of a brake cable, wear, yielding or bending at bell levers, or slight distortion of the automobile frame, springs or spring clips, may have the effect of disturbing the nice adjustment of the brake members, possibly to such an extent that the pedal or lever, worked to the limit of its motion, would fail to bring the brake surfaces in contact.

When quite new, a metal-to-metal brake may be lubricated slightly, if its effect seems rough, but before long it will be found very responsive to variations of pressure without the use of oil, and then more positive in emergencies. The space between brake band and drum, or expansion ring and drum, is rarely protected against dust, at present, and this renders it so much more necessary that the brake action should be tested every time the car is taken out, and the friction surfaces cleaned by flushing or wiping whenever the action is found imperfect.



A Summer Abroad in a Touring Car—Part XIV

By J. L. HUTCHINSON

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TOURING is made easy in Europe, too, particularly in France, by the very clear and frequent road signs erected by the Touring Club of France. The steep ascents and descents, the railway crossings, the bad turns, are always indicated, and one who watches the signs can always manage his car without trouble, if he be anything of a driver. Not only are the club signs valuable, but the information dispensed by the ordinary signboards is very complete and helpful. The indicating signs beside the roads show not only the distance to this or that town, but often contain a list of four or five places with the distances to them and often the direction indicated by a pointing finger as well. One thing the tourist should remember, however, in asking directions of the peasant or villages he meets along the way. Never ask the distance or direction to a town more than two villages away. The rural citizen knows the way to the next village and possibly to the one beyond that. But of the great world on the other side of the second village he knows nothing. His inclination may be good, but he simply cannot tell you.

He is a queer genus, this villager. He has no capacity like his capacity for enjoyment, but he makes up for that by being the happiest, merriest wight on earth. I have spoken of the simple pleasures of a Normandy fair. I found the same to be true of all over France and much the same in parts of Germany and Switzerland. On our way to Paris from Vichy we turned aside to see a face-making contest in a small village. The winning grimacer received, I believe, a very substantial prize. This will give some idea of how easily the peasant is amused. I have seen a Punch and Judy show, or something on much the same order, with puppets for actors, last for two hours and hold the attention of the audience perfectly. Merry-go-rounds and glass-blowers and trained animals are to be met on every side. The roads are full of traveling tinkers or vagabonds and some small companies of actors who drag their carts with scenery and costumes after them. I saw several thousands of these trudging nomads during the Summer. Once I saw a man, his wife and two children dragging after them a cart so large that it not only held all their effects and tools, but was used as a sleeping apartment at night. They were grinning and happy when we passed them on the road.

The habit of using the women as beasts of burden or traction power grows familiar to the European tourist. In Holland I saw a woman in harness drawing a small canal-boat while her husband, smoking a long pipe, sat on deck and steered. Men I often saw drawing boats through the canals both in Holland and France.

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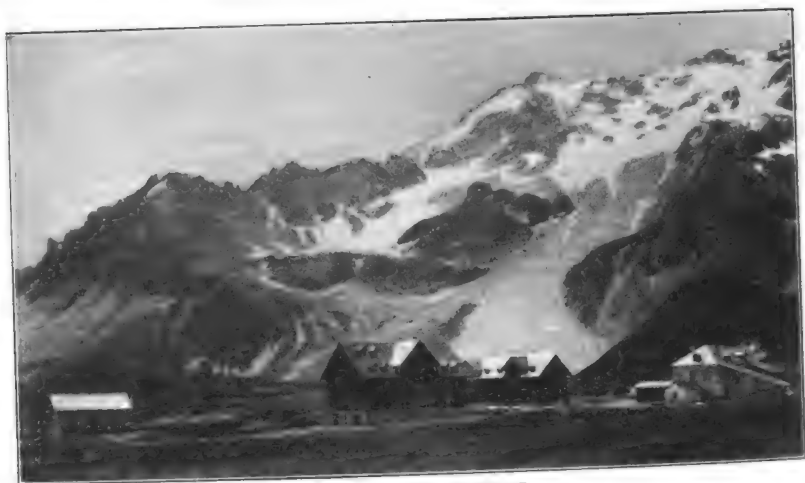
LAKE LEIRIER—FRANCE

The modes of teaming in some parts of the countries we passed through were odd in the extreme. The two-wheeled cart seems to be the rule. Generally there is but one horse. If there are two they are oftener hitched tandem than side by side. We saw as many as six horses hitched tandem to one of these two-wheeled carts. In France they attach to the axle a feed box, which hangs almost to the road. The driver is often seen sleeping in one of these feed boxes while his patient horses trudge to market with the load of hay or grain. Many a time I have stepped down and led the horses past the car, the driver sleeping placidly in the box below through it all and never even waking to thank me. Yet I saw few wrecked carts and practically no disabled horses on my Summer's travels.

Some geese and chickens are killed on the highways because the peasants or small farmers allow them to run at large. But larger animals, such as goats or pigs, are always tied. Dogs, too, are less troublesome than in America.

The little villages both in Germany and France seem huddled together. The houses lean upon each other and are bunched together in a very odd manner. It is open country until you are right in the village. Then it is as congested as in a city's slums until you have passed the last house down the road, when, all of a sudden, so to speak, it is open country again. All this is very different from American conditions, where every village, no matter how small, has a sort of suburb.

But in the small towns I always received good treatment—that is, everywhere but in Switzerland. Sometimes the people went out of their way to be kind. An incident in illustration of this characteristic occurred in one of the small Rhine villages where a fire had started shortly before we went through. The firemen were at work with their small hand machine and we were stopped by the hose, which lay across the street. One of the firemen seeing us, asked us



SCENE IN THE DAUPHINE

if we wished to pass. We said we were anxious to get by, and the firemen actually shut off the water and took up the hose to allow us to pass. In the meantime the fire burned briskly and the fighters renewed their efforts to extinguish it when we were well on our way. The incident surprised us. We had never had an American fireman discontinue his flame-fighting for our benefit.

(To be continued.)

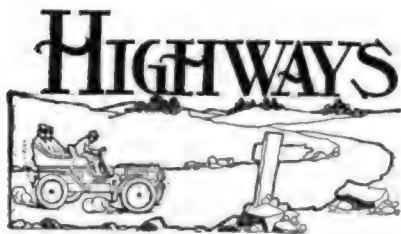
To the Summit of a California Pass

WHAT is generally regarded as one of the most remarkable motor tours ever undertaken in Southern California was completed recently by C. P. King, of Los Angeles. In a White steamer, King took E. C. Sterling, owner of a large ranch at Victor, Cal., from San Bernardino across the Cajon pass to Sterling's ranch and then brought him back over the same road with his son-in-law, Reginald Frost. It is claimed that no other car ever made the round trip.

The Cajon pass is one of the steepest in the southern part of the State. This route is traversed by the Santa Fe after leaving San Bernardino for the desert, and has an altitude of 4,000 feet at the highest point. The 50 odd miles were driven in approximately three hours to Victor. Faster time was made returning to San Bernardino. The grade on both sides of the summit is very steep.

Leaving San Bernardino, the top of the grade was reached in about two hours, half an hour being lost repairing a puncture. From the summit to the ranch is 22 miles across the desert, and this distance was covered in 50 minutes.

On the return trip the climb to the summit was made in slow time, as sand was constantly encountered on the grade, but from the summit the run down was made at a fast clip. On the way down they overtook two engines on the Santa Fe running down the grade, and for nine miles raced neck and neck with the cars. Mr. Sterling bought the car that made the trip.



IN consequence of a decision of the Maryland Court of Appeals, handed down on February 9, there will be available annually \$400,000 to be expended for good road construction. The case was that of *Bonsal vs. the County Commissioners of Baltimore County*, and it involved the question of the constitutionality of what is known in Maryland as the "State Aid

Road Law." Under this the Legislature of 1904 provided for an appropriation by the State of \$200,000 annually for the improvement of the public highways on condition that the counties contribute an equal amount. All roads are to be constructed or improved under the supervision of the Maryland Geological Survey, along the most approved lines of modern road construction.

Aside from this result in Maryland, the importance of the decision lies in the fact that the act was upheld in the face of a provision of the State constitution prohibiting State aid or appropriations for "works of internal improvement," a clause which was inserted in the constitutions of many of the States of the Union from 1850 to 1855, following the period of reckless expenditures by those States in aid of railroads, canals and other public enterprises. The Maryland Court of Appeals held that the prohibition was not intended to extend to the construction or improvement of ordinary public highways, the maintenance of such being one of the ordinary functions and duties of the State, but had reference solely to works of internal improvement ordinarily conducted for profit and which can best be left for development to private enterprise.

A BILL has been introduced in the Connecticut legislature providing for the appropriation of \$800,000 for the improvement of the public roads for the two fiscal years ending September 30, 1907. It was sent to the appropriations committee.

How good roads pay, viewed strictly as an investment, is made clear by figures compiled by a German statistician. According to him, Switzerland entertains during the year 3,000,000 visitors, who spend \$30,000,000. Italy, the Riviera, and Spain between them receive \$60,000,000 from their visitors. The various great capitals receive \$25,000,000 by entertaining their visitors, 900,000 of whom visit Paris, 600,000 visit London, 500,000 visit Berlin and 350,000 visit Vienna, etc., over the Continent. The seaside and lake resorts receive upward of \$16,000,000 from their visitors. The interior country of England, France, Italy, Switzerland, Germany and Holland are all accessible, even to the most remote villages and forest country over roads with hard surfaces.

In this country a beginning has been made in the same direction. Governor Batchelder, of Vermont, is advertising through the press for a million visitors to come and spend a few weeks in Vermont, and leave a part of their tourists' fund there. Florida is receiving a large income from the swarms of Winter tourists. California is doing the same.



AMONG the younger matrons of the Meadowbrook set who are now taking a keen interest in automobile and motor boat doings, is Mrs. William Payne Thompson. During the recent boat races on Lake Worth, at Palm Beach, Fla., Mrs. Thompson was at the Poinciana as the guest of Mr. and Mrs. W. K. Vanderbilt, Jr., and centered much attention

both in the hotel and on the lake because of her personal graces. Mrs. Thompson was Miss Edith Blight. Mr. and Mrs. Thompson have a Long Island residence at Roslyn, where they entertain charmingly.

MR. AND MRS. W. K. VANDERBILT, JR., will only be abroad a very short time, and have accordingly left their young children here in charge of their nurses. Their aunt, Mrs. Hermann Oelrichs, sails this week, and their grandmother, Mrs. O. H. P. Belmont, who has been at the Virginia Hot Springs for some weeks, is going on to Palm Beach. As for Mr. and Mrs. William K. Vanderbilt, Sr., it is doubtful whether they will return here this year.

COLONEL AND MRS. JOHN JACOB ASTOR are contemplating a trip to Europe. They had almost decided to sail last week, when their son Vincent became slightly ill, and they have deferred their departure for a short time. Colonel and Mrs. Astor will probably remain abroad until early in the Summer, and will pass some time at Ferncliffe, their country home at Rhinebeck-on-the-Hudson, before going to Newport for the season.

MRS. WILLIAM ASTOR still arranges her plans with clock-like regularity. She will sail on March 7 for Europe. Last year her sailing date was March 5, the preceding year March 8. More than likely she has already booked her return passage for a certain week in July. Mrs. Astor will pay her annual visit to her daughter, Mrs. George Ogilvy Haig.

HAROLD VANDERBILT is still at Harvard, and has been seen at none of the balls and entertainments in town this season. His appearance therefore on Thursday last at the dance given at Sherry's by Mrs. Willie Iselin naturally served to revive the rumors of his engagement to Miss Violet Cruger, who was likewise one of the guests, and probably the fairest. Of course, her mother, Mrs. Tams, persists in denying the engagement.

MR. AND MRS. J. BRUCE ISMAY, of Liverpool, are here on their annual visit. Bruce Ismay is more or less of an American and is a noted motorist. He married a New York girl, Miss Florence Schieffelin, a daughter of Mr. and Mrs. George R. Schieffelin, and he has been a member of the Union Club for over fifteen years. Although quite a young man, he is at the head of the International Mercantile Marine Company, having succeeded Charles A. Griscom as president.

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CONTRARY to what has been asserted the Harry Payne Whitneys have taken no part in the gaieties of a singularly brilliant and busy season, and have remained for the most part quietly at their place in Long Island, going out automobiling



MRS. WILLIAM PAYNE THOMPSON

frequently. They are leaving for Aiken soon, where they will spend several weeks and have as their guests Lady Algy Gordon-Lennox and her beautiful daughter, who bids fair to rival the good looks of her aunt, the Countess of Warwick. Miss Dorothy Whitney is abroad with Miss Bend.

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So flourishing is its condition, and so rapidly are automobiles increasing in New Orleans, that the Automobile Club of New Orleans is contemplating building a clubhouse and garage. It has appointed a special committee to select a suitable site and secure an option on the land, for the purpose. Should the plans be carried into effect, there is no doubt but that the building will be the finest of its kind in the entire South.

Just as soon as the weather and roads will permit, the committee will form a searching party in the endeavor to find a proper site. Once this has been decided on, no time will be lost in securing the titles and other papers, and within a comparatively short time active preparations for the laying of the foundation will begin.

The membership of the Automobile Club of New Orleans is now about forty, but is expected to grow to over 100 within a month. The officers of the club are; Albert Mackie, president; Theodore Grunewald, vice-president; Sam Stone, secretary, and J. H. McFall, treasurer.

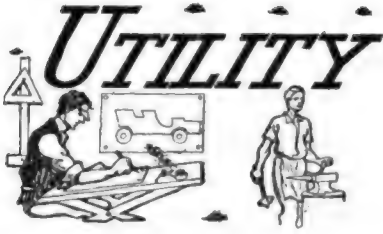
A SMOKER given by the Cincinnati Automobile Club was productive of much enthusiasm, and plans were discussed looking to the rejuvenation of the organization, which has not been particularly active of late. Col. Max Fleischmann took a prominent part in the proceedings. He suggested that the club build a clubhouse and garage, secure the erection of sign posts in the country around Cincinnati, organize a race meet and hill climbing contest and hold a parade, all of which met with favor.

At the conclusion of the "smoker" President Val. Duttonhofer was presented with a handsome candy automobile, model 1905, as a token of the esteem in which he is held by his fellow-members of the club for his personal worth and because of his efforts on behalf of automobiling.

SPAIN has a new automobile club. It was organized at Madrid under the title of the Sociedad Automovil Club de Andalucia, with King Alphonso as honorary president and Señor P. Hernandez Carrera as vice-president.

OFFICERS to serve for the ensuing year have been elected by the Milwaukee (Wis.) Automobile Club as follows: President, Arthur H. Anger; first vice-president, Dr. Louis Fuldner; second vice-president, Joseph F. Merkel; secretary, James T. Drought; treasurer, W. H. Pipkorn; captain, Dr. R. J. Healy.

AUTOMOBILISTS of Le Roy, N. Y., are talking of organizing a club.



A LITTLE extra attention given to the condition of the valves will more than pay for itself. Failure of the exhaust valve to seat properly is often the cause of an engine's stopping. It may be due to the warping of the valve through the engine having run dry and become too hot, or it may be from the failure of the closing spring or the sticking of the valve stem in

its guides. The valve should be removed, and the stem cleaned and scraped—or straightened if it requires it, until it moves freely in the guide—and the closing spring given its full tension. If the valve still leaks so that the engine will not start or develop sufficient power, the valve should be ground into its seat.

Too much care cannot be taken to prevent oil—especially lubricating oil—from getting on the tires. It is most injurious to the rubber, yet it is not at all unusual to see a car standing in a puddle of oil on a garage floor, or with oil working down the spokes of one of the wheels onto the tire. Carelessness of this sort lessens the life of a tire tremendously.

WHEN an extra set of batteries is carried it is a good idea to use them occasionally, disconnecting the regular set for that purpose.

A REFRACTORY engine can frequently be started, especially in cold weather, by injecting a little gasoline into the cylinders. This loosens up the frozen cylinder oil and enables the pistons to work freely. In aggravated cases some motorists squirt some gasoline on the outside of the cylinders and then set it on fire. This method is not to be commended, but it is effective, as it warms up the working parts and sets them going.

To design a bearing that will adapt itself to varying conditions of wear is not an easy task, but it is claimed to be accomplished in a combined ball and roller bearing for which a patent has been taken out. Its construction is fairly simple. The rollers are surrounded by spiral springs, and between the turns of the springs are a series of balls. The cross-section of the springs is such that the balls are always held between the springs even when the shaft is removed from the bearing. In actual use, longitudinal stresses tend to compress the springs, thereby enlarging the diameter of the roller, and relieving the balls of the added load.

BURNERS used in acetylene gas lamps will become clogged and their light impaired unless they are cleaned at frequent intervals. The cleaning process is one that few motorists like, because it is tedious and slow. A useful little device has been brought out by an English concern that steps in here and fills a want. It consists of a little brass fitting which may be screwed on to the end of an ordinary tire pump and to the burner, a stroke or two being sufficient to clear the obstruction.

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Illustrated.

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AMERICAN AUTOMOBILISTS.

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A Conspiracy that Failed

CONTRARY to established practice, the Automobile Club of France has discovered that it is not as easy to demolish as it was to build up. Their efforts to play battledore and shuttlecock with the Bennett Cup race have proven futile, and they were confronted with the humiliating necessity of withdrawing from the position so blithely taken a month or so ago, or of making a mockery of the event.

The Bennett race was originally a sporting event. The trophy was given for the purpose of producing exciting contests on the road, and in order to stimulate the industry and to improve the breed of automobiles the clause requiring every part of the contesting cars to be made in the country from which they

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were entered was inserted. As long as the French held the cup the contest was subordinated to the inter-capital races which were run at the same time. When Edge won the cup for England in 1902, on a course that was a section of the road from Paris to Vienna, a change came over the matter. The contest was given the center of the stage and was recognized as the Derby of the automobile racing season. As soon, however, as France again came into possession of the trophy, after a lapse of two years, the present abortive attempt to shelve it was made. It came perilously near to succeeding. But the high-handed proceedings of the French club aroused indignation, and a chorus of dissent arose. The French bluff was called. It is now known to be a bluff—a bluff that failed, and its failure leaves the present cup holder in a far from enviable light. It was on the horns of a dilemma. If it receded from its position and restored the cup contest to its former standing it was threatened with a revolt of French makers. While if it failed to bow to the practically unanimous sentiment of foreign cup contestants it would find only a French team in the contest. It has wisely chosen the former course, and drinks deep of the cup of humiliation by separating the Bennett Cup and the Grand Prix contests.

All of which is very sad, indeed, but we cannot help thinking that the French club has richly merited the rebuke it received.

IT is to be hoped that the automobiles-on-ferries difficulty has been finally settled, now that President Roosevelt has affixed his signature to the latest effort to amend the United States statutes relating to the carriage of inflammable material on steam passenger vessels. Nothing more absurd, as well as annoying, than the situation of the past few months could be imagined. It merely showed once more the power of red tape to befog a perfectly clear situation. The best of it all is that the day of deliverance has come before the opening of the season.

CLOSE observers have long noticed that total abstinence from a pursuit or pastime only serves to whet the appetite and cause it to be resumed with avidity. This is only another way of putting it that the average mortal loves change or variety. This being so, we are assured of a successful season, for it is seldom that such a severe winter as the one drawing to a close is experienced. It has not put a stop to the use of the automobile, for the latter goes wherever a horse-drawn vehicle can be driven, and sometimes where it balks. But pleasure riding has languished. Demonstrations have practically ceased. Everybody is awaiting the coming of spring, expecting then to make up for lost time.

Automobiles for City Officers

ONE of the most significant signs of the times is the increasing favor that the automobile is finding for practical employment by municipal authorities. In New York City, Street Cleaning Commissioner Woodbury employs a motor car almost constantly for himself and aides, and the partiality of Fire Chief Croker for an automobile as a conveyance is well known. In Brooklyn, Deputy Fire Chief Lally has been using a Locomobile for nearly a year, and he reports enthusiastically upon the satisfaction it has given to him.

Now, Fire Chief Charles F. Swingley, of St. Louis, is to adopt the motor car, and, inspired doubtless by the success that Deputy Chief Lally, of Brooklyn, has had, Chief Swingley has ordered a Locomobile, Model E, for himself, after a period of investigation and testing.

One virtue of using a touring car as a conveyance to fires is in the fact that with one a chief and his aides do not drive separately to the scene, each behind a galloping horse, but several go in the same car.



DEPUTY FIRE CHIEF LALLY OF BROOKLYN STARTING FOR A FIRE

A CABLE received in New York on Wednesday stated that a big fire had swept the automobile district in Long Acre on that day and that scores of motor cars had been destroyed. The total damage was estimated at \$1,250,000.

Automobile Topics'
European Supplement

SCHRADER & CO.

HENRY F. GÖTZ

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Private BOXES for each Car
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We sell all high-grade EUROPEAN AUTOMOBILES
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N O T W O P R I C E S

Mention "Automobile Topics" when writing.

Standard Information for European Tourists

Boxing, Shipping, Steamship Route, Passports, Duties, Permits and Regulations

BOXING AND SHIPPING.—The best way to pack an automobile for shipment abroad is to build a closed box of matched timber around the car. The platform should be built on 2 x 4 braces, beveled at the ends. The sides, ends and top should be constructed on a lighter frame. Use heavy bolts to bind between platform and top, use at least four of these on each side. In addition fasten four iron bands upon the box extending diagonally from the lower corners to points near the lateral center of the sides. The upper ends of these bands terminate in eyes. Through the four eyes have a chain placed. This will give a center hold to which hoisting tackle can be fastened. Brace wheels by blocks fastened to the sides of the box and brace smaller boxes containing spare parts to the platform of the box.

Consign through custom-house brokers. The box can be left with forwarders after the outward passage, for use in returning. Before returning go to any U. S. consul and make affidavit that the car was originally shipped from America. This will dispose of the customs question on arrival.

Cost of boxing the car, \$100. The expenditure pays for itself. In transporting the car by water abroad, do not box it. Transportation facilities between Great Britain and the Continent are practically perfect and no precautions are necessary.

STEAMSHIP ROUTES.—From New York to Liverpool—Cunard and White Star lines. From New York to Southampton—American line.

From New York to Southampton and Bremen—North German Lloyd.

From New York to Southampton and Hamburg—Hamburg line.

From New York to Havre—Compagnie Generale Transatlantique.

From New York to Antwerp—Red Star line.

From New York to Glasgow and Moville—Anchor and Allan State lines.

From New York to Boulogne, Rotterdam and Amsterdam—Netherlands line.

From New York to London, Bristol and Hull—various smaller lines.

From Boston to Liverpool—Cunard, Dominion and Leyland lines.

From Philadelphia to Liverpool—American line.

PASSPORTS.—Write to the Passport Bureau of the State Department at Washington for blank. When received, fill and return with fee of \$1.00. Enclose no return postage; Government franks. Passport good for two years and renewable.

Duties, Permits, Regulations, Speed and Road Rules

GREAT BRITAIN AND IRELAND.—No duty or permits for tourists. Observe road rules carefully. Remember to turn to left in passing instead of right.

NETHERLANDS.—Touring cars (not new) are allowed to enter free. It is left, however, to the discretion of the Collector of Customs Receipts to claim as deposit, the amount of the duty, which will be reimbursed on departure from the country. The duty is 5 per cent. of the value. Car must carry two lanterns shedding their light a distance of 100 meters, with a brake enabling the car to stop within ten meters,

and a bell or horn which may be heard 100 meters distant. Speed must not exceed 20 kilometers (12 miles) in the open country and 8 kilometers (5 miles) an hour on sloping ground. In settlements, on bridges, in misty weather and at night, under penalty of a maximum fine of 50 florins (\$20). Tourists must carry in the car a permit of the Secretary of Public Works, countersigned at a customs office, stamped blanks for which may be obtained from the Automobile Club of the Netherlands, Hague, Nassauplein 1b., on payment of 2½ francs (50 cents). Gasoline obtainable at all A. C. N. stations at a uniform price of 20 cents per liter (one liter equal to 1.06 quart).

SWITZERLAND.—Deposit of 20 francs for every 100 kilos gross weight of car required. Against the deposit, a permit is given, valid for one year. The deposit is returned on leaving Switzerland by any of the frontier stations in exchange for the permit. Regulations are very exacting in Switzerland and motor drivers are not popularly liked. To escape owners' permits and plates, etc., tourists must carry permits of their home country, and that country must be one between which and Switzerland reciprocity exists. Each car must land reciprocity exists. Each car must carry a deep-sounding horn. The driver must sound this as soon as he intends crossing or overtaking another car, a cycle or pedestrian crossing the road. He must also use the signal at all sharp turns in the road or at the end of any private road or avenue leading into a public highway; also at night or in foggy weather. A car must carry two brakes which must be used on sloping ground. The brakes must be independent and each must be competent to stop the car at full speed and full power on any incline. At night all cars must carry two lanterns in front, one green, the other white; also a red light at the rear, which must be lighted whenever the vehicle stops. The driver must have perfect control of his car at all times. He must slow up or even come to a full stop whenever the vehicle might cause an accident or interfere with traffic or when a saddle or harness horse shows signs of fright. In cities, villages, or hamlets and on mountain roads, speed must never exceed 10 kilometers (6¼ miles) an hour. On bridges, narrow streets, on steep declines and in front of sign-boards and official posters, speed must be reduced to 6 kilometers (4 miles) per hour. On no account must the speed be increased to more than 30 kilometers (19 miles) in the open country. On mountain roads, the car must be stopped whenever a Federal stage coach is met. Special care must be used in passing one of these coaches. In no case is a driver allowed to cut across a road in front of a vehicle or pedestrian. When stopped, the car must be run or pushed to the right side of the road. On narrow roads the car must be run off the road to the side if possible. The driver must not leave his motor running when he leaves the car. In case of accident he must stop, even if he is not at fault. He must see that the injured are cared for, and must freely show all official papers to anyone in authority. Racing on highways is strictly prohibited. Certain roads are forbidden to automobiles.

AUTOMOBILE TOPICS EUROPEAN SUPPLEMENT

FRANCE.—Certificate of ability, residence, passport, two photographs (unmounted, 30 by 40 millimeters), declaration of maker as to type, number, horsepower, weight, etc., of car and other details, may be and probably will be required. Customs dues of 50 francs for every 100 kilograms, if the car weighs more than 125 kilograms, 120 francs for every 100 kilograms if the car weighs less, must be deposited on entering France. This deposit will be refunded at any frontier custom house in exchange for the deposit receipt, which is valid for six months. Small stamp taxes are collected in all cases. In driving, the car must be under control. Driver must slow up in all cases where accident or the impeding of traffic is imminent. In narrow roads or streets the speed must not exceed that of a man walking. Speed limit is 30 kilometers (20 miles) in the open and 20 kilometers (13 miles) in settled portions of the country. Every car must show, in front, a green and a white light.

GERMANY.—Free entrance if driver possesses authentic documents regarding his car and himself, particularly proof that the car has been his property for a certain time. Much discretion is allowed officials. An entrance duty (refundable) may be enforced arbitrarily. This is 187½ francs on a car without regard to size or weight. Many local regulations and prohibited streets in some cities. Ordinary road rules. Driver must slow down in towns and villages. Little interference with foreigners who can prove their residence.

ITALY.—Tourist must, within five days after crossing the frontier, make a declaration at the office of some Provincial Prefect. This five-day term is established by the toll-gate certificate. If tourist comes from some country where there are rules and regulations for the driving of automobiles, as in America, he will receive a temporary permit to drive in the kingdom. He must prove ability to drive, ownership, etc. Lead seals will then be placed on the car. Duty (small) will be enforced. This duty returnable on leaving country.

SPAIN.—Deposit on entrance, returnable at departure. Road and speed rules not severe.

AUSTRIA.—Car subject to following customs duties: The car, 157½ francs; in addition, 9 florins (21 francs) for every 100 kilos of weight of motor or engine. Manufacturer's certificate indicating weight of car, motor and parts is advisable. Lead seals will be affixed after payment. Duties returnable in exchange for receipt on leaving. Road and speed rules not exacting.

DENMARK.—No duty on declaration that car is temporarily imported for touring purposes.

RUSSIA.—Automobiles may not pass the frontier simply by depositing duties, but special permission must be secured from the Secretary of Finance. Such permission must be applied for in writing on paper stamped with two stamps of 80 copecks (41 cents) each. Since reply may be delayed, it is expedient to ask for an early answer, giving some urgent reason. Driver must declare by which custom stations car is to enter and leave the country and for what space of time a permit is sought. The reimbursement takes place from two to ten months after leaving. Local road and speed rules, not generally severe.

BELGIUM.—Automobiles are provisionally exempted from the payment of duties,

but drivers are obliged to make deposit of or give security for 12 per cent. of the car's value. A transit-receipt is given containing description of vehicle and limiting period before exportation to one year. Deposit readily refunded at any frontier station on leaving. If one wishes to enter or pass through Belgium several times, it is sufficient not to demand restitution of deposit until one leaves definitely. Road and speed laws not severe, but general regulations regarding control, lamps, brakes, accident, bridges, narrow streets and closely populated districts are in force.

GENERAL.—It should be remembered that while speed laws are not rigidly enforced except in Switzerland, all drivers should be reasonable in their handling of cars. Road rules should be strictly observed everywhere.

It is best to be sure that one has coin of the country which is about to be entered before reaching the frontier. Custom officers will accept nothing but money of their own country. Before leaving it is always advisable to notify the frontier station a day or two before reaching it, so that the officials may have time to secure sufficient funds for reimbursement. Ordinarily they do not keep much money on hand.

Throughout Europe the rule is: automobiles and motor cycles, horns; bicycles, bells. By this the driver knows what is approaching from the rear and can govern himself accordingly.

It is always best to carry an exhaustive maker's certificate showing make and type of car, number of car and motor, weight, specifications, value, capacity and details of parts. A certificate of ability as a driver is almost indispensable.

Never pass or cross in front of a policeman or other official. The dignity of the law is sacred in Europe. Be polite to all officials under all circumstances; you will gain by this. Generally, you will find the officials overpoweringly polite to you.

Guide books can be obtained in bookstores in any of the large cities of Europe. Baedeker's are standard and generally up to date. Rolfe's "Satchel Guide" is also good. Cook's and Gaze's tourist agencies also publish reliable hand-books. And there are other good publications. Both the Michelin and Continental tire concerns publish guides which give much information not otherwise found in repair stations, garages and fuel depots. Good maps are plentiful and not expensive. The sectional ones are particularly good in Europe. Never travel without a map, as local information is not always reliable.

A membership in the Touring Club of France is desirable for the tourist in France and Europe generally. The road-book of France, published by the club, is invaluable as a reference work for the tourist who reads French.

On arrival at a town, leave your car and make hotel and garage arrangements before any of your party dismounts or any baggage is taken out. The fear that you may go to another hotel will insure better terms from the hotel and garage people.

Be good-natured but firm. Be just in giving gratuities, not too liberal. Too much generosity makes it harder for those who follow. Plan your itinerary in advance, but allow a day here and there for departures from it.

TOUR; don't race.

PALAIS DE L'AUTOMOBILE

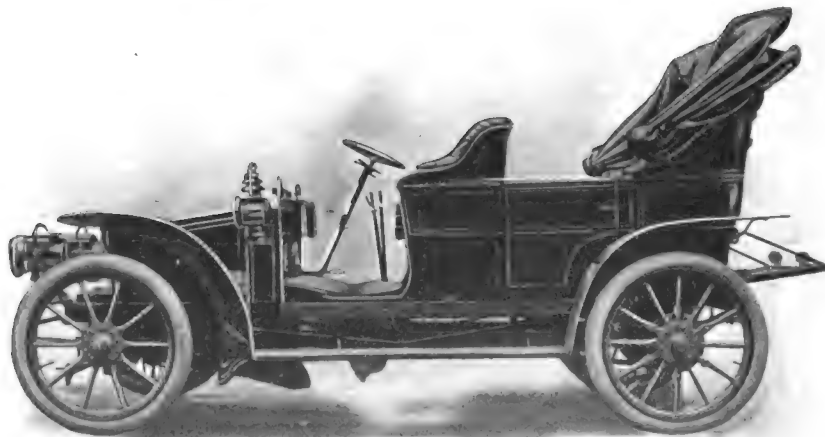
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Mention "Automobile Topics" when writing.

What German Motorists Must Do

THE "made in Germany" brand of automobile regulations are both positive and precise. Without complying with them no motorist is permitted to drive a car, and this, coupled with the fact that cars must fulfill certain requirements in regard to brakes, steering, noise, etc., has even led to American machines being discriminated against. Consul Brundage, Aix la Chapelle, throws light on the subject in a recent letter, extracts from which are appended:

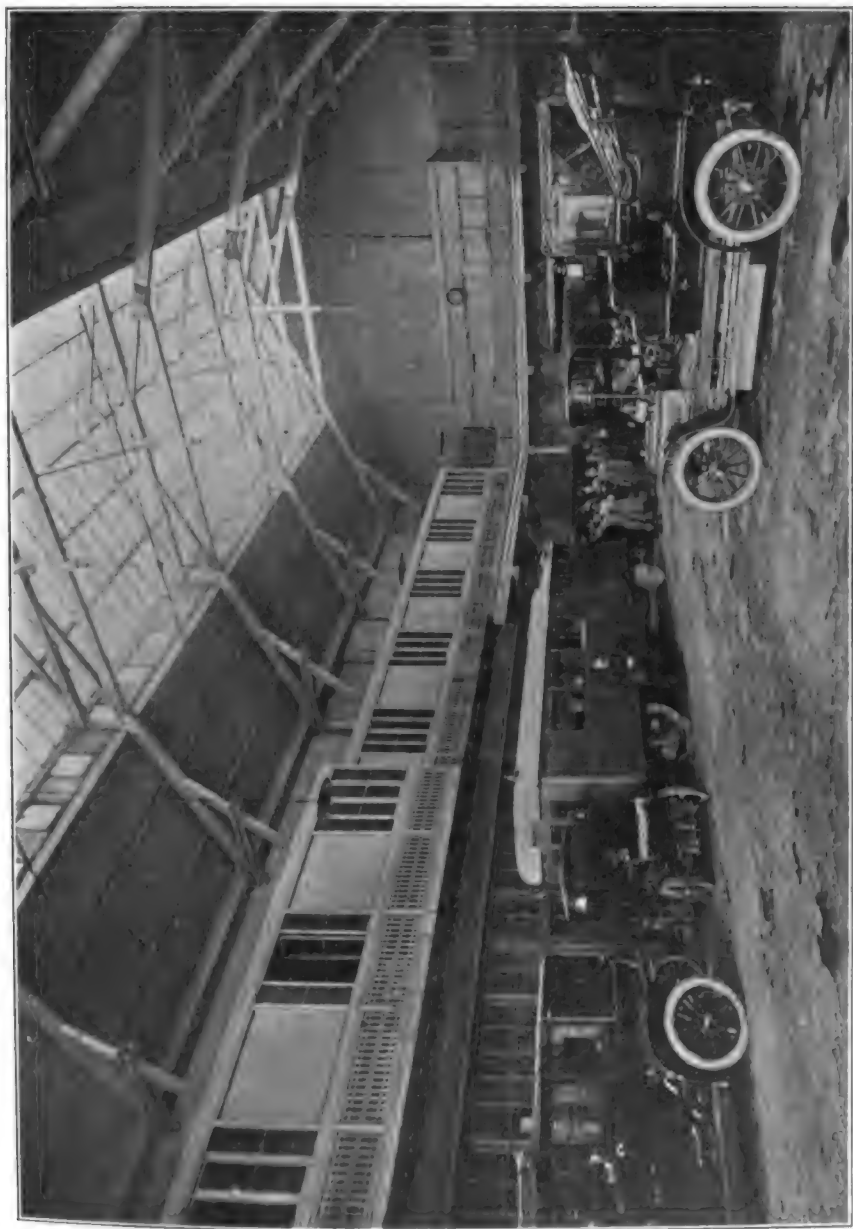
"Regulations governing the use of automobiles in Germany are made by the police and are always subject to change by simple order. All rules are strictly enforced. On arrival, the owner of a machine must go to police headquarters, give his name, age, place of birth, etc., name of machine, where manufactured, weight, etc., and make formal application for a police number. No action can be had until after twenty-four hours have elapsed, when, if no objection intervenes, a sealed letter will be given to the applicant to be delivered to an official appointed by the police, in most cases an automobile manufacturer or agent, who will fix a time to present the machine for examination. After the examination a sealed letter is given by the examiner to the owner to take to police headquarters. If all regulations are complied with and the examiner's decision is satisfactory, after twenty-four hours a police number, a foot square and made of tin, with number, etc., nicely painted, will be brought to the owner of the machine, with a charge of 1.5 marks, or 35 cents. The sign must be fastened to the rear of the car, and a lamp must be so adjusted as to throw light directly upon the number.

"The following are a few points in the police regulations that are specifically passed upon by the examiner: The auto must have two separate and hanging brakes; each brake must be capable of bringing the machine to a standstill while at a 10-mile gait within 8 meters (26.24 feet), and the machine must be capable of being turned in a street 10 meters wide (32.8 feet); it must emit no smoke or smell; the exhaust must not be in evidence upon the street; it must make no unnecessary noise, and it must be a safe and mechanical machine. The lamps must be of clear glass, and throw a light 20 meters (65.6 feet) in the darkest night. The steering gear, brakes, and horn must be so placed that the driver will not mistake them in the dark. A plate, with name of the machine, where made, number of horsepower, and weight must be in sight, and the machine must not appear on the streets or roads without a number. No one under the age of 18 years is permitted to drive an automobile. Printed police license on heavy linen paper, free of charge, is given, and must always accompany the automobile for police inspection. The license is always subject to recall. The duty upon a machine as a whole is \$1 per 100 pounds; lamps and detachable fixings are subject to an additional specific duty. The duty on four rubber pneumatic tires is approximately \$2.

"An American automobile was recently refused a license in this district because all these regulations were not complied with. This gave competitors an opportunity to talk. It is very easy to give such competitors an opportunity to disparage an American machine. The refusal to grant the license has resulted in taking the machine off the market for the time being. Small cars must have two separate hanging brakes or one large brake."



GARAGE OF THE MESSRS. NEUBAUER, BOULEVARD PERREIRE, PARIS



INTERIOR OF THE NEUBAUER PALAIS DE L'AUTOMOBILE, 218 BOULEVARD PERREIRE, PARIS—THE HOME OF PANHARDS AND RENAULTS

Facts About Record-Breaker Bowden

IN spite of his prominence on the race track, Herbert L. Bowden, the Waltham (Mass.) millionaire, who holds the record for the fastest mile ever driven in an automobile, is comparatively little known by the general public. Yet he figured both at Ormond last year and on the racing circuit in the Summer, having a number of records set to his credit.

A dozen or more years ago Herbert Bowden was a young man, engaged in a modest way in the shoe business in Boston. His home was in Melrose, a suburb of that city. Then he met and married Mabel, the daughter of John R. Farnum, of Waltham, and immediately his success began.

John Farnum, to-day one of the prominent citizens of Waltham, laid the basis of his fortune in the tinware business. When his earnings had grown sufficiently he went into the iron business, and leaving his large farm at Lexington, built a substantial residence on Main street, Waltham. It is known as Rose Hill Castle, and its long driveways, pretty lodge at the entrance, and large mansion, are much admired. Close by it is Fair Holme farm, the residence of Mr. and Mrs. Bowden, and their beautiful estate, that has, perhaps, the most costly and remarkable bathroom in New England. Even Mrs. Clarence Mackay, who had a most elegant bathroom put into her house at Roslyn, N. Y., has none finer than Mrs. Bowden's, which cost \$2,000, and has marble floors and walls of purest white.

Mr. Farnum made his daughter a wedding present of \$100,000, and Mr. Bowden went into the felt business. His friends say he is a perfect Midas, that everything he touches turns to gold and that last year alone he cleared \$1,000,000.

So wrapt up is Mrs. Bowden in her husband's most enthusiastic hobby that at one time, receiving a telephone message from her husband that he was starting at once for the South, she left everything as it was and started to join him on the same train. Yet, every time she sees her husband start off in his car, Mrs. Bowden tells her friends she grows cold at the thought that she may never see him alive again. Still, she is his most constant companion, and whenever Mr. Bowden starts off on a race, whether it be in Florida or Massachusetts, Mrs. Bowden, a plump, gracious blonde little woman, is ever by the track to wave adieu and welcome.

And just as Mr. Bowden, because their sporting proclivities have drawn them together, has become a great friend of the younger Vanderbilts, and especially William K., Jr., so Mrs. Bowden has become very intimate with young Mrs. Alfred and Mrs. William K. Vanderbilt, for whom she recently gave a dinner party.

Fletcher Used Continental Tires

THROUGH his accepting hearsay, our correspondent made an error in the report of the races in Cuba, published in *AUTOMOBILE TOPICS* last week, when he said that Fletcher's De Dietrich car was fitted with Michelin tires. The car was equipped with Continental tires, and it was with them that the new world's record of 45 seconds was made.



HERE is a picture of prosperity in the automobile industry which is true, and yet it by no means possesses uniqueness. A factory the capacity of which has been recently doubled, now running on double time to fill orders and every bit of the possible product practically sold in advance, and the business so well organized and running so smoothly that the head man of it and his son can winter in the tropics, while builders and architects are at work on an addition to the factory, and the head designer of the plant is putting in his time planning racing machines. This is the situation regarding the E. R. Thomas Motor Company of Buffalo. Mr. Thomas is touring in Florida and Cuba. A. B. Shultz, the head designer, is planning a 2,000-pound, 6-cylinder racing car, of 100 horse power, for the Vanderbilt cup race, which he hopes Mr. Thomas will let him build for Fred Titus to drive. Meantime the plans are being prepared and as soon as the frost is out of the ground work will begin on the erection of an addition to the factory on a plot of ground adjoining the present plant on Niagara street, which was purchased for this purpose. The one hundred and tenth car of the 1905 model was shipped to New Orleans last week. The season's output of "Thomas Fliers" will be about 350 cars more.

A NOTEWORTHY addition to the ranks of the metropolitan trade is the newly formed Acme Motor Car Company of New York, which will look after the sale of the Acme car, made by the Acme Motor Car Company, Reading, Pa., in this vicinity. The concern controls considerable territory, being distributing agents for New York, New Jersey and Connecticut. The old Pope store at 941-943 Eighth avenue has been taken and will afford an excellent opportunity to display the Acme line.

The officers of the Acme Company are: R. Lewis Julian, president; George H. Strout, vice-president and general manager, and J. D. Maguire, secretary and treasurer. Mr. Strout will be remembered by many persons in the trade, he having been connected with the Monarch Cycle Manufacturing Company as manager of their Eastern branch.



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SOLAR LAMPS

in the first rank. You who have used them know this, you who have not should be convinced by this Award. You, Mr. Dealer, should insist upon them as equipment, for your customers will demand Solars. No lamp troubles with Solars.

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THE marked economy of power wagons for delivery, express and truck service, and their superior reliability when in reasonably intelligent hands, is so well established that those who are conversant with the facts cannot fail to see that power wagons are rapidly beginning to supersede horse service.

PARTS WE SUPPLY:

Steering Gear—complete, Front Axles—complete, Hub Brakes, Chains, Sprockets, Distance Rods, Countershaft and Reduction Gears, Countershaft Brakes, Motor Hangers, Electric Motors, Controllers and Accompanying Details.

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— Touring Car Parts—Catalogs Nos. 6, 7, 8 and 9.

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THE AMERICAN MERCEDES

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Let us show you the first complete replica of a foreign car America has ever produced.

40-45 H. P. Price, \$7,500.

DAIMLER MFG. CO., 965 Steinway Ave., L.I. City, N.Y.

Booklet for the asking.

\$800 CRESTMOBILE \$800

Best Car Built. Immediate Delivery.



CREST MFG. CO., 172 Froopert St., DORCHESTER, MASS.

Mr. Manufacturer:

Q You produce cars. We produce catalogs—the kind which are effective.

Q Good cars need good catalogs. You make the one; we make the other.

Q Why not write us, and let us submit you designs.

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SPLITDORF COIL The Standard Automobile Sparker. Has stood the test of time. Adopted by all first-class manufacturers. Perfect insulation has placed the Splitdorf Coil where it is to-day. Accept no cheap imitations. Splitdorf Coils are wound with pure silk covered wire. Get the best; it will prove the cheapest in the end.



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Mention "Automobile Topics" when writing.

To many persons Amesbury, Mass., is best known as the home of Gray & Davis, makers of the well-known line of lamps so styled. This fact is seized upon by this enterprising concern in designing the cover of their 1905 catalogue, which depicts an automobile with a Bullet lamp casting a strong light on a signboard reading "Amesbury, Mass., Home of Gray & Davis, the automobile lamp manufacturers." On the back cover is shown the factory itself.

The full line of Gray & Davis lamps is illustrated and described in the pages of the catalogue, the pages being a jet black with the text and illustrations in white. The contrast is very effective and the booklet is a most attractive one.

ENOUGH alcohol, pure, and in the form of whiskey, was recently consumed by an Elmore car with a 1-cylinder engine, to make an ordinary 4-cylindered tank drunk for a week. The Elmore drank all the liquor that was fed to it and never staggered. Moreover, it mixed its drinks horribly, taking alcohol and whiskey straight, and then consuming a cocktail of gasoline, whiskey and alcohol.

The occasion of this orgie by the imperturbable Elmore was a demonstration made by Young & Miller at their garage, 129 Grand River avenue, Detroit, before the students of the Detroit Motor School, of the Y. M. C. A.

Through a funnel gasoline was first fed to the engine, followed in order by kerosene, alcohol and whiskey, and then a mixture of all four, an "Elmore cocktail." With the gasoline the machine obtained the usual speed, but the kerosene added still greater speed. The machine continued to run with half a pint of alcohol, and then with the same amount of whiskey. Then came the surprise of the test: A combination of all four worked as well as any of the other fuels, and a speed of 1,500 revolutions per minute was obtained. Another feature of the experiments was that no readjustment of the carburetor was required when the fuels were changed.

THAT one-half of the Olds product is used for business and professional purposes is the statement made by E. D. Trowbridge, manager of the commercial department of the big Michigan concern. It is made in a pointed and interesting article on commercial automobiles, in the Chicago *Inter-Ocean*. In

it he traces the events which have made a more rapid method of transportation necessary, and alludes to the utter inadequacy of the horse to meet this want. He says in conclusion:

"Our experience in the sale of runabouts was what first induced us to go into the commercial field. Five years ago there were very few automobiles in the country, and the use of a machine for any practical purpose was unheard of. Shortly after we began marketing machines in any quantity we found that many of our customers were doctors, contractors, architects, city salesmen, and others whose business or professional work required constant traveling around city streets or country roads.

"To-day one-half of our total output of Oldsmobiles is taken for business and professional uses, and we have, I believe, some 10,000 machines which are used for practical purposes. Almost all of these machines have replaced horses."

GREAT strides of progress have been made within a year by the Continental Caoutchouc & Gutta Percha Company, of Hanover, Germany. The growing importance of this firm is most strongly illustrated by some statistical facts just obtained from Hanover. On the 31st of December, 1903, 2,741 persons were occupied in the Hanover works. On December 31, 1904, there were 3,294 on the pay roll. This was an increase of 553 persons, or about 20 per cent. in the course of one year. This was largely due to the increased demand for Continental products, which enjoy such excellent reputation in all parts of the world.

At the World's Fair, St. Louis, the Continental Company was awarded two grand prizes, namely; In group 19, for balloons, and in group 72, for pneumatic tires. It is worth while to mention, that Continental Tires, being one of the specialties turned out by the company, are bought in the United States in large quantities, notwithstanding the enormous duty of about 45 per cent., and they enjoy their greatest popularity in this country.

To be able to designate a "Greeting" as the "28th Annual" is in itself no mean achievement. The catalogue of the Pope-Hartford cars, made by the Pope Manufacturing Company, bears the above title, and is given over to a most comprehensive and graphic de-

Hand Book of Gasoline Automobiles Issued for the Information of the Public who are interested in their Manufacture, Sale and Use

THIS NEW EDITION of this handsomely bound and artistically printed book, containing illustrations of about 125 gasoline cars, will be ready for mailing about February 1, 1905. The products of the principal manufacturers throughout the United States of America and the Importers of gasoline machines are shown by illustrations and specifications. These specifications form a series of the leading questions that arise in the mind of the purchaser, with the answers thereto in red ink. The questions being uniform, the ease of comparison is obvious and the purchaser is enabled to select the machines which are best suited to the service required, to his personal taste, or the means at his command. The 1904 edition is now out of print.

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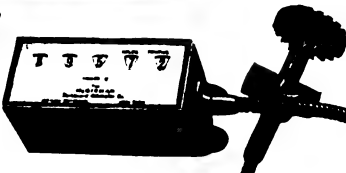
Accurately records the trip (reset at will) and total mileage traveled.

Price, complete with fixtures, adapted for any style Car, \$35.00.

Model "B"

Records Total Mileage

Price, complete with fixtures, adapted for any style Car, \$20.00.



McGlehan Odometers have stood the test of time and have been proven absolutely accurate and reliable. Specify one on your car; thereby obtaining the best.

New Catalogue, containing full particulars, upon request.

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Size 2½ in. x 6 in.

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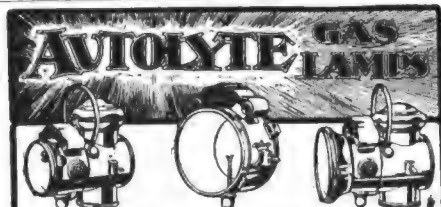
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The lamps that combine American ingenuity and foreign experience—practical as well as ornamental.

THEY LIGHT THE WAY

Prices \$7.50 to \$40. Automobile makers and dealers everywhere catalogue and recommend these lamps. Ask your dealer to show you the Autolyte Lamps and Generators, or write to us for booklet of lamps, horns and launch whistles.

A. H. FUNKE, 88 Chambers Street, New York

"How Fast and How Far"

THE AUTO-METER

Will tell you the miles per hour you are traveling.
Accurate. Durable. Send for Circular.

Warner Instrument Co., Beloit, Wis.

39 Cortlandt St., New York. 143 Federal St., Boston, Mass.

WANTED.—Back numbers of AUTOMOBILE TOPICS. What copies can you supply? Address **Motorist**, care AUTOMOBILE TOPICS.

scription of these well-known cars, accompanied by numerous illustrations. Not only the general construction, but the minutest details are treated in a thorough yet interesting manner. The pamphlet is printed on heavy calendered paper, and is a fine specimen of the bookmaking art.

Of the publications dealing with the subject of tires, none are more directly to the point, or more instructive, than the booklet of the Fisk Rubber Co., a revised edition of which has just been issued. The story of "The Fisk and its Fastening" is interestingly told, and in the telling is let fall much that is not generally known concerning tire designs and materials, and the matter of tire troubles and the cost of maintenance. It is one of those trade publications that is more than a mere circular; it is a booklet that will inform whomsoever may possess it.

DETROIT has still another automobile concern, the Detroit-Oxford Company, which was incorporated last week with a capital of \$100,000. The factory will be located in the plant of the Oxford Buggy Company, and will give employment to sixty men. Messrs. Radford and Smith, formerly of the Northern Manufacturing Company, will have entire charge of the plant. The officers: President, C. H. Crawford, Oxford; vice-president, E. C. Leipprandt, Pigeon; secretary, G. L. Peterson, Detroit; treasurer, J. G. Sutherland, Oxford.

BLIZZARDS and such like meteorological happenings don't bother Californians. They tour just as if it were summer, and no fur coverings are needed. Record-breaking also takes place, as is testified to by a feat performed by W. L. Fry last week. He drove a Wayne 2-cylinder car from Los Angeles to San Bernardino, a distance of 71 miles, in 2 hours and 30 minutes, surpassing all previous times. The run was made through deep sand and against a heavy wind.

ALL interest in the J. S. Leggett Manufacturing Company, Syracuse, N. Y., has been purchased by the Iroquois Motor Car Company, Seneca Falls, N. Y., which will continue the manufacture of the Iroquois car. A plant with 90,000 feet of floor space has been purchased at Seneca Falls, and the business will be conducted there.

Mention "Automobile Topics" when writing.

Coming Events

At Home

Aug. 15 to Oct. 15—Race for W. K. Vanderbilt, Jr., cup.

July 15—Touring car contest for Glidden trophy.

Show Dates

National Motor Boat and Sportsman's Show, February 21 to March 9.

Buffalo Automobile Show, March 6 to 11.

Boston Importers' Salon, March 13 to 18.

Boston Automobile Show, March 14 to 18.

Washington Automobile Show, March 27 to April 5.

Abroad

February 10-18—Olympia Automobile Exhibition.

March 15—Copenhagen Automobile Exhibition.

March 18-25—Agricultural Hall Exhibition.

March 10—Tour de France.

April 6 to 17—Monaco Meeting.

April 14-23—Nice A. C. Meeting.

April (late)—Mediterranean Cup Race.

June (early)—Kiel Fortnight.

July 15—Motor Boat Contest from Calais to London.

July (late)—Ostend Week: Motor Boat Races.

August 6-8—Paris-to-the-Sea.

August 10.—Gaston Menier Cup Race, Trouville.

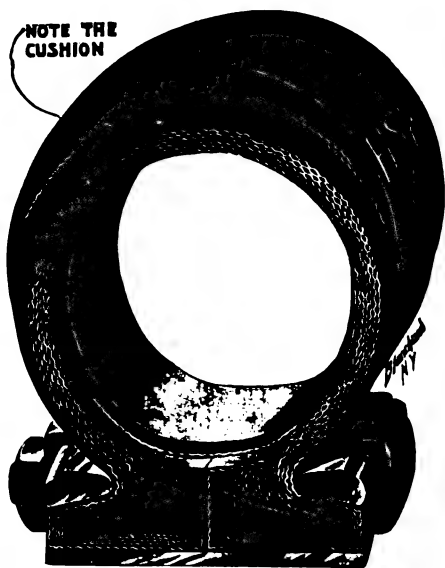
August 11.—Drexel Trophy Race, Trouville.

August 20.—British International Cup Race.

September 12-14.—Lucerne Motor Boat Race Meeting.

THE ONLY REAL AUTOMOBILE TIRE

NOTE THE CUSHION



NOT Merely an Enlarged Bicycle Tire

but a tire designed, developed and constructed specially for use on automobiles, and supplied with a FLAT rim (don't overlook that) and a fastening in keeping with the design of the tire. And what is very much to the point, it is a tire and a fastening that have been tried ruthlessly for two years and found not wanting.

If you would know more about it, permit us to mail you a copy of our booklet.

The Fisk Rubber Company Chicopee Falls, Mass.

Western Office
1251 Michigan Ave., Chicago, Ill.

Eastern Sales Office
754-6 Seventh Ave., New York

BOSTON, 226 Columbus Ave.
SPRINGFIELD, 40 Dwight St.
PHILADELPHIA, 828 Arch St.
ATLANTA, 103 N. Pryor St.
SYRACUSE, 423 So. Clinton St.
BUFFALO, 393 Main St.
CLEVELAND, 318 Euclid Ave.
DETROIT, 254 Jefferson Ave.
CHICAGO, 1251 Michigan Ave.
ST. LOUIS, 398 Olive St.
OMAHA, 1116 Farnum St.

KANSAS CITY, 1330 Main St.
MINNEAPOLIS, 704 Hennepin Ave.
DENVER, 1534 Glenarm St.
SAN FRANCISCO, 114 Second St.
LOS ANGELES, 1034 So. Main St.
MONTREAL, CANADA.
LONDON, ENGLAND

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GRE-SOLVENT . . . For HANDS
SQUEAL SKINS . . . For TIRES
UTILITY PLUGS . . . For IGNITION
UTILITY SWITCH For BATTERIES
The UTILITY COMPANY
 231 and 233 Greenwich Street, New York

DO YOU WANT Automobile Pictures

STRIKING, ORIGINAL PHOTOGRAPHS
 FAMOUS RACERS IN ACTION

WE HAVE THEM

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POSITIVE TRACTION

No fear of Snow, Mud, Ice or Sand if you have our Grips at hand.



Outshows section of Grip which comes in contact with thread, being a smooth, close, round chain.

Send for Descriptive Booklet "A."

WEED CHAIN TIRE GRIP CO., 28 Moore St., New York, N.Y.



LACOSTE COILS

are in greater demand than ever. Place your orders now to insure delivery. Lacoste Commutators, Electric Cable. Everything for electric ignition.

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GRAY & DAVIS
HIGH GRADE LAMPS.
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Why Weld

your way when more profit is made by welding our way—Electric welding? It's worth writing about.

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ORLANDO F. WEBER CO.
 (INCORPORATED)
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PREST-O-LITE GAS TANKS

STOP your generator troubles and make the lighting question simple and absolutely satisfactory. Call on your local automobile agent for information, or send to us for catalog. Address.

THE CONCENTRATED ACETYLENE CO., Indianapolis, Ind.

**EDWIN ADAMS, 2031 Broadway
New York Agent**

FOR SALE

1904 AUTOCAR

Red. Wheel Steer. First-class Condition. Used as Demonstrator. Cost \$1,700, will sell \$800.

INDIANA AUTO CO., - Indianapolis, Ind.

BANKRUPT SALE OF MACHINERY.

The Trustee of Gibbs Engineering & Manufacturing Co., Bankrupt, will sell at public auction at the factory at Glensdale, Queens Co., N. Y. City, on Tuesday, March 7th, 1905, at 10 A.M., all the machinery, tools, automobiles, trucks, tractor trains, electrical appliances, motors and unfinished parts, etc., valued at \$100,000. Catalogues and permits to examine property may be had of Cary B. Fish, Trustee.

**KENNESON, EMLEY & RUBINO,
Attorneys for Trustee, 15 William Street, New York City.**

Classified Advertisements

Advertisements under this heading will be charged at the rate of 5 cents per word for the first insertion, and 3 cents per word for each subsequent insertion, cash to accompany order.

WANTED—Catalogues of makers of motor cars and automobiles: also of spare parts. Address Senor Dalmiro Varela. Presidente Automobile Club Argentino. Avenida Alvear, Buenos Aires.

WANTED—Chauffeur, licensed machinist wants situation. Fontan, care **AUTOMOBILE TOPICS**.

THIRTY-FIVE TO FIFTY second-hand machines in stock. Send for descriptive sheet with prices. Haymarket Automobile Station, E. P. Blake, Mgr., 15-21 Hawkins st., Boston. Agents for Jackson Touring Car, Marsh Runabout, Marsh Motor Cycle. Send for catalogs.

WANTED—Back numbers of **AUTOMOBILE TOPICS**, as follows: Vol. 1, Nos. 1 to 13 inclusive, Vol. 2, Nos. 3, 4, 6, 7, 9, 10, 11, 12, 13, 14, 15, Vol. 4, Nos. 5 and 26. Needed to complete my files. Write if you have copies, and price. Address Motorist, care **AUTOMOBILE TOPICS**.

Mention "Automobile Topics" when writing.

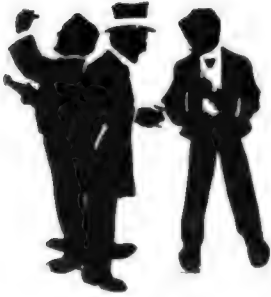
SPEED TABLE

USEFUL FOR AUTO RACES

The fraction of the second is always reckoned at the $\frac{1}{2}$ above the actual fraction.
The fraction of the foot is reckoned at the nearest $\frac{1}{4}$.

			Per Mile.	Per Second.				Per Mile.	Per Second.
8 miles per hour equals			7 m. 30 s.	11 $\frac{1}{4}$ ft.	58 miles per hour equals			1 m. 2 $\frac{1}{2}$ s.	84 $\frac{1}{4}$ ft.
15	"	"	4 m.	22 ft.	59	"	"	1 m. 1 $\frac{1}{2}$ s.	86 $\frac{1}{4}$ ft.
16	"	"	3 m. 45 s.	23 $\frac{1}{2}$ ft.	60	"	"	1 m.	88 ft.
17	"	"	3 m. 31 $\frac{1}{2}$ s.	25 ft.	61	"	"	59 s.	89 $\frac{1}{2}$ ft.
18	"	"	3 m. 20 s.	26 $\frac{1}{2}$ ft.	62	"	"	58 $\frac{1}{2}$ s.	90 $\frac{1}{2}$ ft.
19	"	"	3 m. 9 $\frac{1}{2}$ s.	28 ft.	63	"	"	57 $\frac{1}{2}$ s.	92 $\frac{1}{4}$ ft.
20	"	"	3 m.	29 $\frac{1}{2}$ ft.	64	"	"	56 $\frac{1}{2}$ s.	94 ft.
21	"	"	2 m. 51 $\frac{1}{2}$ s.	31 ft.	65	"	"	55 $\frac{1}{2}$ s.	95 $\frac{1}{4}$ ft.
22	"	"	2 m. 43 $\frac{1}{2}$ s.	32 $\frac{1}{4}$ ft.	66	"	"	54 $\frac{1}{2}$ s.	96 $\frac{1}{4}$ ft.
23	"	"	2 m. 36 $\frac{1}{2}$ s.	33 $\frac{1}{4}$ ft.	67	"	"	53 $\frac{1}{2}$ s.	98 $\frac{1}{4}$ ft.
24	"	"	2 m. 30 s.	35 $\frac{1}{4}$ ft.	68	"	"	53 s.	99 $\frac{1}{2}$ ft.
25	"	"	2 m. 24 s.	36 $\frac{3}{4}$ ft.	69	"	"	52 $\frac{1}{2}$ s.	101 $\frac{1}{4}$ ft.
26	"	"	2 m. 18 $\frac{1}{2}$ s.	38 $\frac{1}{4}$ ft.	70	"	"	51 $\frac{1}{2}$ s.	103 ft.
27	"	"	2 m. 13 $\frac{1}{2}$ s.	39 $\frac{3}{4}$ ft.	71	"	"	50 $\frac{1}{2}$ s.	104 $\frac{1}{2}$ ft.
28	"	"	2 m. 9 $\frac{1}{2}$ s.	41 ft.	72	"	"	50 s.	106 $\frac{1}{2}$ ft.
29	"	"	2 m. 4 $\frac{1}{2}$ s.	42 $\frac{1}{2}$ ft.	73	"	"	49 $\frac{1}{2}$ s.	108 $\frac{1}{4}$ ft.
30	"	"	2 m.	44 ft.	74	"	"	48 $\frac{1}{2}$ s.	108 $\frac{3}{4}$ ft.
31	"	"	1 m. 56 $\frac{1}{2}$ s.	45 $\frac{1}{2}$ ft.	75	"	"	48 s.	110 ft.
32	"	"	1 m. 52 $\frac{1}{2}$ s.	46 $\frac{3}{4}$ ft.	76	"	"	47 $\frac{1}{2}$ s.	111 $\frac{1}{4}$ ft.
33	"	"	1 m. 49 $\frac{1}{2}$ s.	48 $\frac{1}{2}$ ft.	77	"	"	46 $\frac{1}{2}$ s.	112 $\frac{3}{4}$ ft.
34	"	"	1 m. 45 $\frac{1}{2}$ s.	50 ft.	78	"	"	46 $\frac{1}{4}$ s.	111 $\frac{1}{2}$ ft.
35	"	"	1 m. 42 $\frac{1}{2}$ s.	51 $\frac{1}{4}$ ft.	79	"	"	45 $\frac{1}{2}$ s.	115 $\frac{1}{4}$ ft.
36	"	"	1 m. 40 s.	52 $\frac{3}{4}$ ft.	80	"	"	45 s.	117 $\frac{1}{4}$ ft.
37	"	"	1 m. 37 $\frac{1}{2}$ s.	54 ft.	81	"	"	44 $\frac{1}{2}$ s.	119 ft.
38	"	"	1 m. 34 $\frac{1}{2}$ s.	55 $\frac{1}{4}$ ft.	82	"	"	43 $\frac{1}{2}$ s.	120 $\frac{1}{2}$ ft.
39	"	"	1 m. 32 $\frac{1}{2}$ s.	57 $\frac{1}{4}$ ft.	83	"	"	43 $\frac{1}{4}$ s.	121 $\frac{1}{4}$ ft.
40	"	"	1 m. 30 s.	58 $\frac{1}{2}$ ft.	84	"	"	43 s.	122 $\frac{3}{4}$ ft.
41	"	"	1 m. 27 $\frac{1}{2}$ s.	60 $\frac{1}{4}$ ft.	85	"	"	42 $\frac{1}{2}$ s.	124 $\frac{1}{2}$ ft.
42	"	"	1 m. 25 $\frac{1}{2}$ s.	61 $\frac{1}{2}$ ft.	86	"	"	42 s.	125 $\frac{3}{4}$ ft.
43	"	"	1 m. 23 $\frac{1}{2}$ s.	63 $\frac{1}{4}$ ft.	87	"	"	41 $\frac{1}{2}$ s.	127 $\frac{1}{4}$ ft.
44	"	"	1 m. 21 $\frac{1}{2}$ s.	64 $\frac{1}{2}$ ft.	88	"	"	41 s.	128 $\frac{3}{4}$ ft.
45	"	"	1 m. 20 s.	66 ft.	89	"	"	40 $\frac{1}{2}$ s.	130 $\frac{1}{4}$ ft.
46	"	"	1 m. 18 $\frac{1}{2}$ s.	67 $\frac{1}{2}$ ft.	90	"	"	40 s.	132 ft.
47	"	"	1 m. 16 $\frac{1}{2}$ s.	69 ft.	91	"	"	39 $\frac{1}{2}$ s.	133 $\frac{1}{2}$ ft.
48	"	"	1 m. 15 s.	70 $\frac{1}{2}$ ft.	92	"	"	39 $\frac{1}{4}$ s.	134 $\frac{3}{4}$ ft.
49	"	"	1 m. 13 $\frac{1}{2}$ s.	71 $\frac{3}{4}$ ft.	93	"	"	38 $\frac{1}{2}$ s.	136 ft.
50	"	"	1 m. 12 s.	73 $\frac{1}{4}$ ft.	94	"	"	38 $\frac{1}{4}$ s.	137 $\frac{1}{2}$ ft.
51	"	"	1 m. 10 $\frac{1}{2}$ s.	74 $\frac{3}{4}$ ft.	95	"	"	38 s.	139 ft.
52	"	"	1 m. 9 $\frac{1}{2}$ s.	76 $\frac{1}{4}$ ft.	96	"	"	37 $\frac{1}{2}$ s.	140 $\frac{1}{2}$ ft.
53	"	"	1 m. 7 $\frac{1}{2}$ s.	78 ft.	97	"	"	37 $\frac{1}{4}$ s.	142 ft.
54	"	"	1 m. 6 $\frac{1}{2}$ s.	79 $\frac{3}{4}$ ft.	98	"	"	36 $\frac{1}{2}$ s.	143 $\frac{1}{2}$ ft.
55	"	"	1 m. 5 $\frac{1}{2}$ s.	81 ft.	99	"	"	36 $\frac{1}{4}$ s.	145 ft.
56	"	"	1 m. 4 $\frac{1}{2}$ s.	82 $\frac{1}{4}$ ft.	100	"	"	36 s.	146 $\frac{1}{2}$ ft.
57	"	"	1 m. 3 $\frac{1}{2}$ s.	83 $\frac{1}{2}$ ft.					

COMPILED BY AUTOMOBILE TOPICS



POMMERY CHAMPAGNE

THE STANDARD OF QUALITY

ONE REASON WHY POMMERY CHAMPAGNE MAINTAINS ITS POPULARITY WITH THOSE WHO DEMAND THE BEST OF WINES IS THAT THE POMMERY STANDARD OF QUALITY IS NEVER LOWERED IN ORDER TO JOIN THE RACE FOR QUANTITY

Notice To The Trade

We have entered suit against the United States Agency of the MICHELIN TIRE CO. for infringement of G & J patents, and the trade is warned against the purchase of such tires.

The following manufacturers are licensed under G & J patents:

HARTFORD RUBBER WORKS CO.
THE B. F. GOODRICH CO.
DIAMOND RUBBER CO.
MORGAN & WRIGHT
FISK RUBBER CO.

CONTINENTAL CAOUTCHOUC CO.
GOODYEAR TIRE & RUBBER CO.
INTERNATIONAL AUTO. & VEHICLE
TIRE CO.
INDIA RUBBER CO.

G & J TIRE CO.

Main Office and Factory, INDIANAPOLIS, IND.

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HIGHEST GRADE OF
Automobile Garments
 OF EVERY DESCRIPTION

Our new styles of **LEATHER** garments for ladies and gentlemen now on exhibition in our showroom.

FUR GOODS at greatly reduced prices.

We carry a full line of **RUBBER** and **SILK COATS, DUSTERS, GOGGLES, VEILS, HATS, HOODS, APRONS, ROBES, ETC.**

Chauffeurs' **CLOTH** coats and suits (waterproof) in great variety.

SCANDINAVIAN FUR AND LEATHER CO.
 16 WEST 33d STREET, NEW YORK

ONLY FIRM OF ITS KIND IN AMERICA

Bound volumes of **AUTOMOBILE TOPICS**. Vol. VIII, 26 numbers, April 16 to Oct. 8, 1904 inclusive, 2040 pages, handsomely bound, \$4.00 per volume.

AUTOMOBILE TOPICS,
 1440 Broadway, N. Y.

Jones Speedometer-Odometer

An accurate speed and distance indicator, correctly designed and perfectly constructed.

The "Speedometer," a bulletin on speed, sent free anywhere.

JONES SPEEDOMETER, 129 West 32d Street, New York

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**EVERYTHING FOR THE
 AUTOMOBILE**

RETAIL



Yankee Quick Chain Repairer
 Price, 75c.

Easy to put a new link in your chain with this tool.

We manufacture the celebrated **Yankee Mica Spark Plug**
 Compression End, \$1.50 each. Open End, \$1.00 each.
 Thousands in use and no complaint. Guaranteed 50 days.
Foot Bellows for Horn \$2.00
Yankee Cutout Switches 1.50
Terminal Connections00c. doz.
 Jobbers and Catalog Houses furnished Outis free of charge.
 Discounts to the trade.

E. J. WILLIS CO., 5 Park Place, New York

SUBSCRIPTION BLANK

Date.....
 Publisher **AUTOMOBILE TOPICS,**
 1440 Broadway, New York.

Please enter my name as subscriber to your weekly publication **AUTOMOBILE TOPICS** for one year, for which I enclose Two Dollars.

Name

Address

Yearly Subscription Price, \$2.00

Remit by Check, Draft, Post Office Order, Express Money Order or Registered Letter

Mention "Automobile Topics" when writing.



BERG TOURING CAR

24 H. P.

Side Entrance

Immediate Delivery

Worthington Automobile Co.

547 Fifth Avenue, NEW YORK CITY

Members of Association of Licensed Automobile Manufacturers

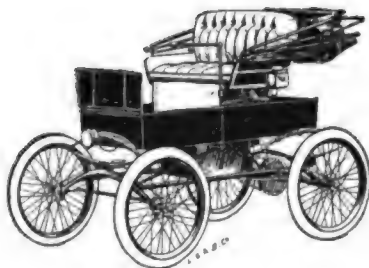
Baker Electric

CHARACTER
REFINEMENT

The Simplest to Run

The Safest to Use

The Cheapest to Keep



THE BAKER MOTOR VEHICLE CO.
CLEVELAND, OHIO

\$1,000

THE YALE

\$1,000



Check over the list of leading cars and you'll quickly come to the conclusion that the YALE at \$1,000.00 (side entrance \$1,100.00) is, as we claim, literally in a class by itself. It is the only car at this price embodying *all* of the features of the higher priced cars. Like a thing of life in speed and utilized power and controlled by a crooking of the thumb and index finger.

Send for the new catalogue describing the Thousand-dollar Yale and the superb 24 H.P. Yale at \$2,500.00

THE KIRK MFG. CO., 952 Oakwood Ave., Toledo, Ohio

Members of the Association of Licensed Automobile Manufacturers.

Mention "Automobile Topics" when writing.

Don't experiment-Just buy a **FORD**



Experience

*is the key to Automobile Construction
and we have the key*

Henry Ford has made a life work of the development of the Automobile and presented to the world a car so perfected that the success of the Ford Motor Co. is without a parallel in the Automobile industry.

The fundamental features of the first Ford Car were light weight (resulting in economy of maintenance), ample power (not too much and not too little BUT ALWAYS POWER) and absolute simplicity, with the elimination of every unnecessary complication. These features still further developed are distinctive in Ford cars to-day. There have been no freaks, no failures, no experiments in Ford cars.

Send for detailed description of

Model "C" Tonneau Car, 1250 lbs., 2 cylinder opposed, price, **\$950.00.**

Model "F" Side Entrance Tonneau, weight 1400 lbs., 2 cylinder opposed, price, **\$1200.00.**

Model "B" 4 cylinder vertical, weight 1700 lbs., side entrance tonneau, price, **\$2000.00**

Delivery Car, weight 1350 lbs., 2 cylinder opposed, price, **\$950.00.**

Ford Motor Co., Detroit, Mich.

CANADIAN TRADE SUPPLIED BY THE FORD MOTOR CO. OF CANADA, LTD., WALKERVILLE, ONT.

Mention "Automobile Topics" when writing.

In Our Advertising, December 1, 1904

WE SAID:

Five hundred sets of Diamond 1905 Tires subjected to road tests since June, give results enabling us to say, after noting all other tire announcements, that there will be a clean sweep for **DIAMOND 1905** construction —

A VERITABLE

Diamond

LANDSLIDE



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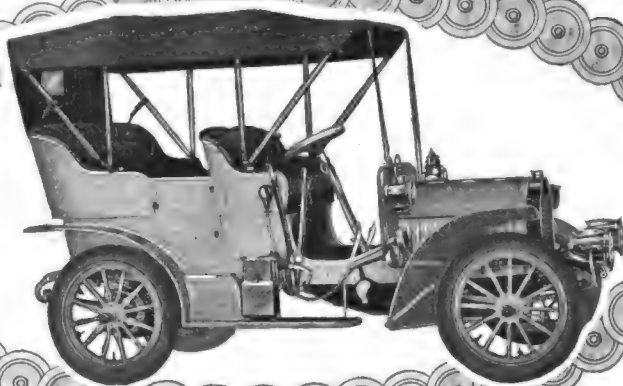
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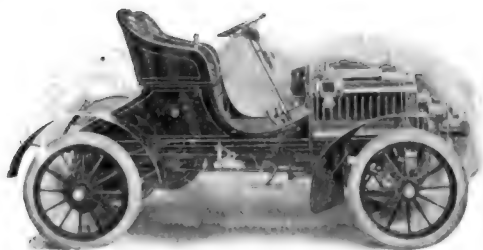
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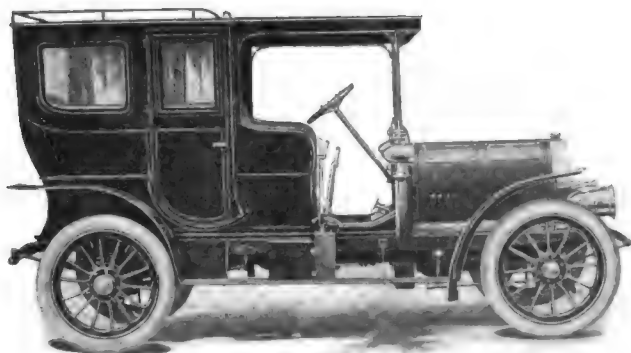
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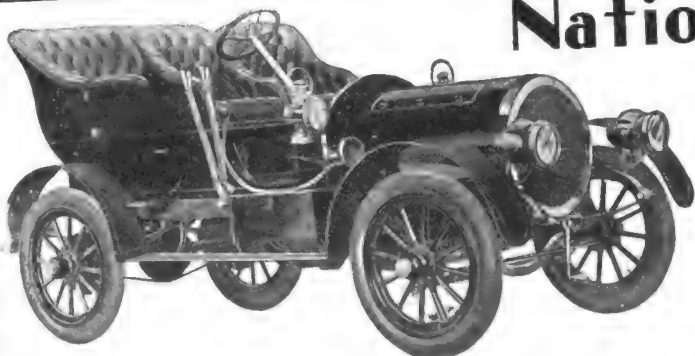
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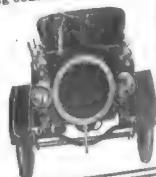
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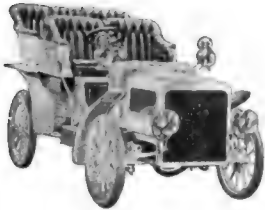
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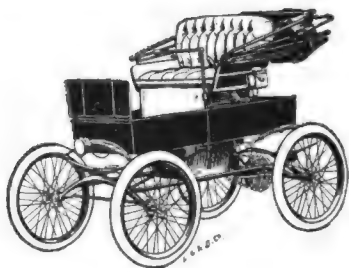
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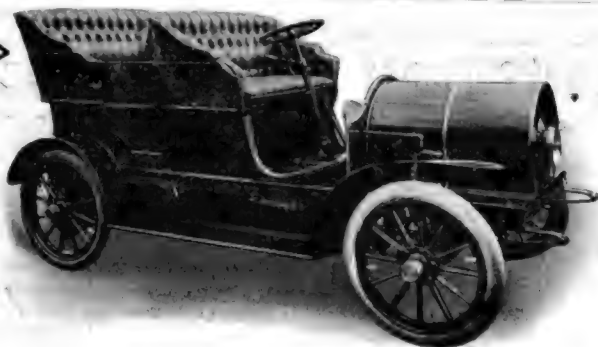
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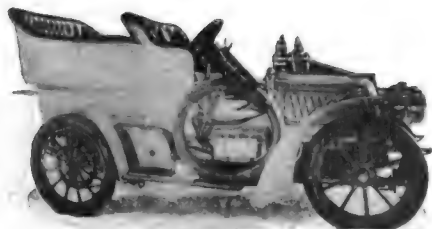
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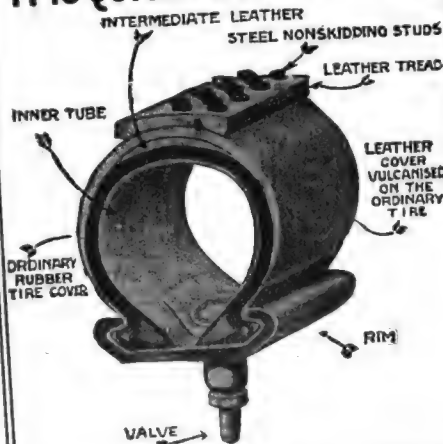
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Automobile Topics

Illustrated

VOL. IX.

MARCH 4, 1905.

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RACCOONS AT LUNCHEON, JANUARY 29—ON THE TOMOKA RIVER, FLORIDA

Automobile Topics

Illustrated.

VOL. IX.

MARCH 4, 1905.

No. 21



A PERIOD of reconstruction for the sport of automobile competition in all its aspects and the management of it, appears to be at hand. It is forcing itself upon the powers that be out of the situation that has been developed. It is well that this should be so, for the time has come in the development of the sport when it should be completely harnessed with competent rules and

guided over courses of known value by men of recognized ability, so that everyone can tell just what to expect under any given conditions. To pass successfully through the period of reconstruction and establish the whole sport on a sound basis of government will involve more or less of politics and diplomacy. Organized antagonisms and personal antipathies will have to be allayed and harmonized and all the points of conflict neutralized. This is a mighty task, but it is the one that the A. A. A. has before it, and one of its chief aims during the reconstruction period should be to keep the carpet-baggers out.

AUTOMOBILE TOPICS

To CONTROL and rightly govern the racing situation in all the complications that it now presents and with the issues of international importance that are cropping out, it will be required to have a big man, in the best sense of that phrase, as chairman of the racing board. It will require a man with the ability of a captain of industry, an organizer of broad grasp and ideas and individuality. At present there is no man in sight answering this description who can and will devote the necessary time to the matter. Therefore the obvious course to follow is to get such a man anyhow and get the benefit of his mentality by relieving him of the work and giving him nothing to do but to direct, with the knowledge that all his ideas and plans will be carried out efficiently. This can be done by putting into the office of secretary of the racing board a man with a grasp of affairs and executive ability who really might do very well himself as chairman. Such a man as the Automobile Club of America has in S. M. Butler. For the A. A. A. racing board the logical man for secretary at this time would be Alfred Reeves, a man of recognized managerial ability and who is better versed in racing matters than any other in the country. It would be a stroke of politics also to put Mr. Reeves in the office at this time, as it would tend to harmonize several outside interests and his acquaintance and influence with the owners of all the trotting horse tracks would be of inestimable value.

ONE cause for much congratulation is to be found in the attitude of the automobilists who went to Albany last Tuesday to fight the weird products of flighty legislators who have no better ideas of progress than the crawfish. This cause is that they went simply to battle with what is unjust and not to propose a compromise. They took no bill cooked up by themselves and offered no amendments. It is to be hoped that henceforth the automobilists will nevermore ask for special legislation for themselves, but steadfastly oppose every attempt to discriminate them from other citizens who use the highways.

IF it is going to pass successfully through the fire of reconstruction and come out pure and white at last with the emblem of genuineness and integrity baked indelibly into it, the A. A. A. must speedily disentangle itself from all favoritisms and participation in the rows of promoters and stand judicially aloof. Its recent action with regard to the rival interests in the Florida races is nothing less than shameful, as it is a frank admission of the partiality of its officials and of their being mixed up intimately with the Florida East Coast Automobile Association in the squabble. The reason assigned for granting a blanket reservation to the Daytona promoters was that the F. E. C. A. A. is a member of the A. A. A. It was not mentioned that the chief A. A. A. officials were members of the F. E. C. A. A. It is all right for the Florida organization to belong to the A. A. A., but it now "swells to heaven" that the A. A. A. is a part of the F. E. C. A. A. One of the Florida organizations may be better than the other, but that is not the question. No blanket reservation of dates should be granted to favor one side in a fight. The proper thing to have done would have been to have granted the Daytona and the Ormond group each a sanction for different weeks and let the best men win.

AUTOMOBILE TOPICS

IN the development of the motor boat for popular use the eternal question is, "speed or comfort, which shall be sacrificed?" It is being recognized by the makers now that to the general user speed is not everything, when it is found that it must be had at the expense of comfort. Yet, it will not do to go too far in the other direction and return to an earlier type of water snail. The American likes comfort and he also likes to go fast. The nice problem of the future is just where the line of compromise between pleasure boat and racer is to be drawn to gain the greatest popular favor.

POLITICS make strange bedfellows and café conferences create queer cronies. There is a well-supplied café in the clubhouse of the Florida East Coast Automobile Association.

It might not be a bad idea for some patron of the sport in this country to offer a prize for the best device for keeping the hands warm while manipulating the steering wheel. The best of the gloves which are practicable are not impervious to icy winds, as everyone who has done much winter driving knows, and some sort of new material or combination seems to be needed, which will possess the flexibility of leather and yet be proof against rain and cold. After all, however, it will be easier to win the prize offered by Prince d'Arenberg than to devise a way of preventing some persons from getting "cold feet" of the figurative sort.

"BUT the prayers of the wicked availeth not."

It is to be hoped that the dealers in New York's "automobile row" on Thirty-eighth street will not take on Pharisee airs and strut about with the "holier than thou" mien, because of the prompt answer to their prayers for relief to the Street Cleaning Department, though they must feel very good over it. If any of them feel inclined because of this success to join the Salvation Army in order to try out further the efficacy of prayer, they should be reminded that they watched and prayed for some weeks and the answer did not come till after AUTOMOBILE TOPICS wafted their appeal to the throne of the ruler of the "White Wings."

AN audacious automobilist has had the "nerve" to bump into the Presidential horses and carriage, with results disastrous to the latter. Our strenuous Chief Magistrate was not in it, however, which perhaps explains why the carriage came off second best.

THE eminent author, Sir Conan Doyle, is reported to be "automobile mad." Being an eminently practical person, however, he places restraint on himself by taking his aged mother along when he goes a-motoring. If it were a mother-in-law, now!

THAT legislature which does not have an automobile measure, or an amendment to one, is very poorly off indeed. Some legislators would scarcely know what to do if it were not for the opportunity the motor vehicle affords to make a showing.

Racing Board on the Firing Line

A SMALL meeting of the racing board of the American Automobile Association—small in point of attendance—was the occasion of big undertakings by that body in New York on Tuesday last.

So much was done and so many matters discussed that the report of its doings is best divided, and the action concerning the Vanderbilt cup race, which was the chief purpose for which the meeting was called, will be found under a separate heading.

Only two of the regular members of the racing board were present, T. M. Hilliard and George Isham Scott. The others in attendance were C. H. Gillette, secretary of the A. A. A., and now acting as secretary of the racing board, and the technical members of the board, A. L. Riker and E. T. Birdsall. During the session A. R. Pardington was in communication several times by telephone. On one of these occasions Mr. Pardington again declined the chairmanship of the board. As yet the racing board is without a head. Word was received from W. C. Temple saying that he would not withdraw his resignation and that it must be accepted. Four candidates for the office and several for the post of secretary of the board were discussed, and the secretary was directed to see the men proposed and induce some one to accept the places. A likely combination is that of H. L. Bowden of Boston for chairman and Alfred Reeves of New York for secretary.

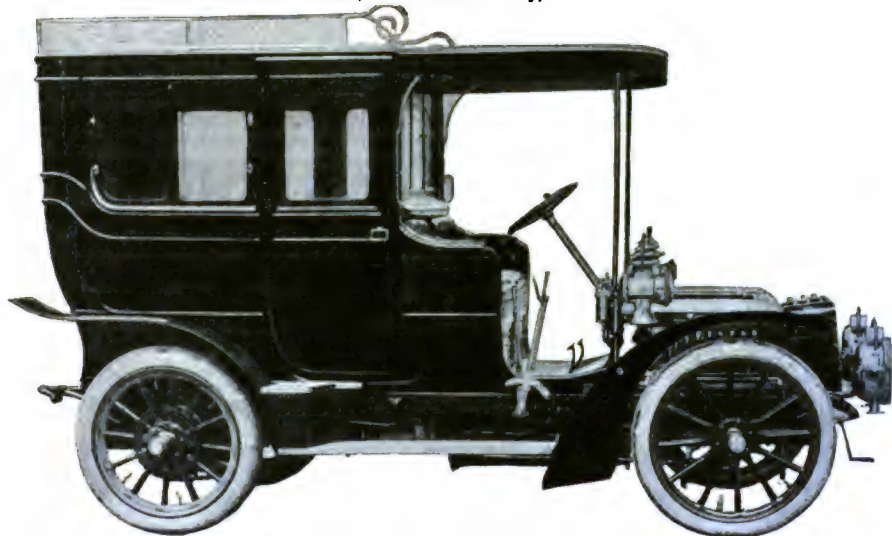
One of the first things done at the meeting was to bid for trouble by a discrimination between the rival racing associations of Florida in favor of the Daytona group of hopeless incompetents who so ably mismanaged the recent tournament on the beach. A blanket privilege was granted to the Florida East Coast Automobile Association by reserving for it the whole period between January 22 and February 19, 1906. The rules require a programme to be submitted before a sanction is granted, so no sanction which has been granted by the Daytona partisans can have a racing sanction for any period between the dates named. The newly-formed Ormond Racing Association had on file an application for a reservation of the six days from January 22-25, and it is claimed by this new body, composed of the original promoters of the Florida tournament and its constant financial supporters, that its application was filed before that of the Daytona coterie. The reason given for acting on the Daytona application and not on that of the Ormond body was that the Florida East Coast Automobile Association is a member of the A. A. A.

The date of May 30 was reserved for a race meet at the Empire City track. After disposing of affairs connected with the Vanderbilt cup race the board turned its attention to the racing rules, and engaged upon a wholly creditable task, but one which is apt to prove a mighty one. It was agreed that the racing rules need revision and a committee composed of T. M. Hilliard, H. L. Bowden, and E. T. Birdsall was named to attend to this. It was decided also that a sharp line should be drawn between amateur and professional racing men, and this job, with all its woes, was turned over to the racing committee. In the discussion it was seen to be easy to draw a line between such professionals as Oldfield and Bernin and Sartori, on the one hand, and E. R. Thomas and W.



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Twelfth Section—South Bend to Chicago

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Take Jefferson street west half block, then north on Michigan avenue, direct to

NEW CARLISLE (14 miles).

Take straight road westward to

ROLLING PRAIRIE (20 miles).

Turn right, into first road running west, straight to

LAPORTE (29 miles).

Follow road west, with many turns, almost to Durham. Take road to left to

NEW DURHAM (37 miles).

Take third road to left to

WESTVILLE (41 miles).

Straight ahead through Coburg, and take fourth road to left, then first right and second left, to

VALPARAISO (53 miles).

Take main road north; cross rail-

road, and turn left; follow main road through Wheeler to

HOBART (66 miles).

Continue along direct road through Liverpool; turn left to Glenpark; then right, across bridge; through Hessville direct to

HAMMOND (83 miles).

Take road running westward, cross State line through Kensington, Ill., on small lake, to

PULLMAN, ILL. (93 miles).

Take Pullman avenue north to 107th street, east one block to Stephenson street; north to 100th street station; turn right to Windsor Park; take Bond avenue into Jackson Park, and by way of the Midway into Washington Park, and to Grand and Drexel boulevards.

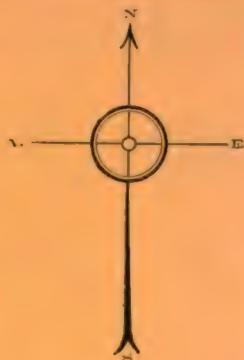
CHICAGO (108 miles).

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New York to Chicago

Twelfth Section

South Bend to Chicago



L A K E

M I C H I G A N

CHICAGO
(108 Miles)

M I C H.

SOUTH BEND

Pullman

New Carlisle
(14 Miles)

Rolling Prairie
(20 Miles)

New Durham
(37 Miles)

Laporte
(29 Miles)

Hammond
(83 Miles)

Hobart
(66 Miles)

Westville
(41 Miles)

Valparaiso
(53 Miles)

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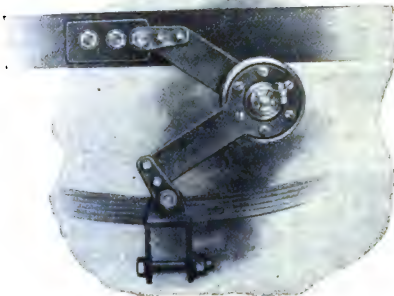
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Absolutely prevents breaking of springs.
Makes cobble-stones and rough roads seem like asphalt.
Enables cars to run over roads at highest speed, which could not be negotiated at all without it.
Endorsed by all prominent engineers the World over.
Won all prominent races during 1904, including Gordon Bennett Cup.
Won World's Record for 100 miles and 50 miles at Ormond, Fla., 1905.
Nobody who owns a car of any type can afford to be without it.
Write us and we will prove all these statements.
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What more can you ask for one device?

Price per complete set of four suspensions, \$60.
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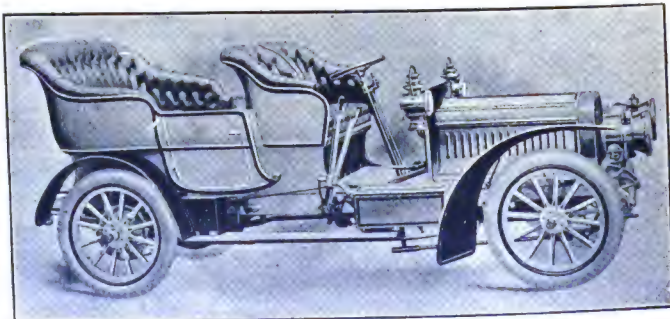
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K. Vanderbilt, Jr., on the other; but what is to be done with quasi amateurs of the tradesmen variety, who are not exactly professionals, yet who have motives of personal gain for racing, could not be agreed upon, so it was left to the poor committee to wrestle with this problem and get themselves disliked as little as possible.

An application from Walter Christie for a special sanction to make record trials on the Florida beach was before the board, but before taking it up a resolution was adopted not to grant any special sanctions for record attempts.

Vanderbilt Race Changes and Problems

SEVERAL important changes were made in the conditions of the Vanderbilt Cup race at the meeting of the racing board of the American Automobile Association, held on Monday.

First of all, the date for the closing of entries was a second time advanced one month and the entries are now fixed to close on May 15. This was done by special permission of Mr. Vanderbilt.

Another change was made by amending the rules so as to provide that the entry fee shall be \$500 and no part of it shall be refunded to the starters. Last year the entry fee was \$300, and \$150 was rebated to those who started.

An amendment was made to the deed of gift which reduces the number of competitors from any one country to five.

The terms of the deed of gift were further amended, so that now it is discretionary with the American Automobile Association to permit of a club taking the cup abroad and keeping it for a year without depositing a bond.

A letter was read before the board from Dr. H. E. Thomas, of Chicago, saying that he intended to enter the Vanderbilt cup race and asking for information concerning it. This projected a discussion concerning arrangements for the race, and it developed that the entries for the contest promise to be so many and varied that the cup race commission will have a finely complicated tangle on its hands.

It is apparent that both here and abroad elimination trials will be necessary to select five representatives from the small host of aspirants that will enter. These preliminary competitions bring up two vexatious problems—who is to hold the elimination trials here and how and where is one question; but it is even less perplexing than that of deciding how to deal with equity between the entries of foreign cars made from Europe and those made here.

In the Bennett cup race all the entries from this country must be made through the Automobile Club of America, and the preparatory trials naturally come under its charge, but any and every club in the country may enter cars for the Vanderbilt cup race, and it naturally devolves upon a national organization such as the A. A. A. to get all these entrants together and hold the elimination contests. It is doubtful if the privilege can be obtained of using the course selected for the race for the eliminatory contest as well. Even if this is done, what becomes of the French, German, Italian, and other foreign cars entered by American owners for the race?

Garage Men Seek Redress at Law

AT a meeting held last week, the New York Automobile Trade Association discussed the forlorn position of garage keepers relative to customers who do not pay their storage and repair charges, as was explained in **AUTOMOBILE TOPICS** last week. It was voted to have a bill drafted and presented to the Legislature amending the lien law so as to give automobile dealers and garage keepers rights similar to those now enjoyed by livery stable men and carriage dealers. A bill similar to this, introduced by Senator Marks, is now pending at Albany.

It has been agreed by the members of the New York Automobile Trade Association to post a forfeit with their agreement to abide by the schedule of uniform charges adopted some time ago. Secretary W. P. Kennedy is now having the agreements printed for the members to sign.

The Florida Beach as a Proving Ground

THERE is promise of interesting doings on the Florida beach during all the spring. The builders of racing cars for the Bennett and Vanderbilt cup races have become weary of attempting to try out their cars on the roads and being repeatedly arrested and fined, and several of them have concluded to take their cars to Florida for the purpose of "tuning up." With this practice begun, it is apt to spread until the Florida beach becomes a general proving ground. A. L. Riker has arranged to take the Locomobile racer of Dr. H. E. Thomas to the beach, and the two Pope-Toledo four-cylinder cars entered for the Bennett cup race, as well as the Toledo six-cylinder racer entered for the Vanderbilt race are to be taken to the beach. The White racer is another that will be "tuned up" on the beach course, and undoubtedly there will be several others.

F. A. La Roche's Condition Critical

FREDERICK A. LA ROCHE, well known as a participant in track races, climbing contests and as the American representative of the Darracq cars, who made the trip from New York to St. Louis last Fall without having his engine stop, is in a critical condition, and his chances of recovery are feared to be few. Mr. La Roche went to the Presbyterian Hospital in New York recently suffering from pneumonia, and remained there to be operated upon for cancer. On Tuesday of this week he was reported to be better, but on Wednesday his condition was worse and he was said to be very low.

France Abandons Grand Prix Race

ON Thursday, word came from Paris that the Automobile Club of France has abandoned wholly the Grand Prix race, which it at first contemplated holding in conjunction with the international contest for the Bennett Cup. The policy of the club will be to invite the French makers to compete in only one big road race annually. This year it will be the Bennett Cup race and next year the Grand Prix.

New A. C. A. House in Trade Center

TO rally around the club—the Automobile Club of America—is to be made not only easy, but unavoidable, for the agents and dealers of New York City, who are now rallying in a new district on upper Broadway, near Central Park. In another year or so the automobile club's handsome new half-a-million-dollar home, the majority of automobile salesrooms, and the headquarters of the American Automobile Association, will be within a few blocks of one another in that section of the metropolis lying between Broadway and Seventh avenue, Fifty-third street on the south, and the Plaza of Central Park at Fifty-ninth street on the north.

After long and careful deliberation, the Automobile Club of America has determined upon the site of its new home, and has bought the land for it, and there is no backing out now. The property purchased for the house is on the north side of West Fifty-fourth street, between Broadway and Eighth avenue. It begins about fifty feet east of Eighth avenue and extends to a point about 250 feet west of Broadway. It has a frontage of 131 feet and a depth of 100 feet and 5 inches. The purchase price is understood to have been in the neighborhood of \$200,000, and after the demolition of the buildings at present upon it a club building to cost upward of \$300,000 will be erected upon the land. The total outlay will be more than half a million dollars.

This location will place the club house within a short block of the elevated railroad station at Fifty-third street and Eighth avenue, and five blocks from the subway station at Columbus Circle. In choosing the site the committee had constantly in mind the convenience of the members, and worked with the idea of locating the club as nearly as possible centrally with respect to the residences of its members. To this end the interesting chart of membership, previously published in *AUTOMOBILE TOPICS*, was prepared. The tabulation showed that the residences of the majority of members are distributed as follows: South of Fifty-ninth street, east of Fifth avenue, 86; south of Fifty-ninth street, west of Fifth avenue, 94; north of Fifty-ninth street, east of Park, 78; north of Fifty-ninth street, west of Park, 73; out of town, 147.

The building committee of the club, consisting of Albert R. Shattuck, Colgate Hoyt and Dr. Schuyler Skaats Wheeler, had a difficult task before them in making the selection, and the officers and governors of the club were consulted before the choice was finally made. More than two hundred plots of land were offered, and about forty of these, it is said, were seriously considered.

Prices ranged all the way from \$100,000 to \$1,000,000 for plots of suitable size, and the final selection came down to about half a score of sites in the neighborhood of Columbus Circle. A Broadway frontage was favored, but the prices asked the club when it became known for what purpose the land was wanted are said to have been almost prohibitive.

On the Fifty-fourth street plot are eight private dwellings, three stories and basement, of brick and stone. They are numbered on the street from 249 to 263, inclusive, and all are at present occupied. The leases of these have been bought by Bryan L. Kennelly, through whom the purchase of the property was effected.

AUTOMOBILE TOPICS

The demolition of the buildings, it is said, will be begun within a few weeks, and the club may be in its new building within a year.

The south side of the lot is occupied by small dwellings and stables, and on the south corner of Broadway is the Cumberland Hotel. On the north corner is the Mobile garage, and on the opposite corner, across Broadway, is the Winton salesroom and garage. A block north, on Broadway, is the new Pope garage and the site of the large Standard garage, which also will have entrances on Fifty-fifth and Fifty-sixth streets. Within a radius of five blocks of the club site are, or soon will be, the salesrooms for two different makes of motor vehicles.

The plans for the new building are, yet, in a tentative state, with conferences over them being held daily, and the final form will not be known for a week or so. Yet even as far as they have progressed, the plans are interesting. The architect is Ernest Flagg, of New York, and he is busy every day working out new details for the committee. The house will have five, six or seven stories in height, probably six, with a garage for cars in actual commission on the ground floor; club quarters on the first and second floors, and perhaps the third; and storage rooms for cars not in commission on the floors above.

The garage, which is to be constructed on model lines, with plenty of light and air, will have a capacity for at least three hundred cars.

Freight elevators with revolving floors will carry machines to the storage departments in the upper part of the building. In the club quarters are to be plenty of locker accommodations, baths, and probably a swimming pool. There will be parlors, library, committee rooms, restaurant, and an assembly hall. The building will be of the most modern fireproof construction, and is designed to be a masterpiece from the standpoints of both architecture and utility.

In the endeavor to have all the light desirable, it is probable that the front side of the house will be composed largely of glass.

An interesting part of the plans that have been decided upon is that of having installed in the garage a specially constructed dynamometer, which will accurately measure the amount of horse power that the engine of any car delivers at the rims of the wheels. The dynamometer will be constructed under the supervision of Dr. Schuyler Skaats Wheeler, chairman of the technical committee, and may be at the service of the buying public at stated hours and at a fixed charge. It was Mr. Scarritt's idea to issue certificates of efficiency at a small fee, so that purchasers of cars may buy intelligently and makers be prevented from overrating the power of their machines.

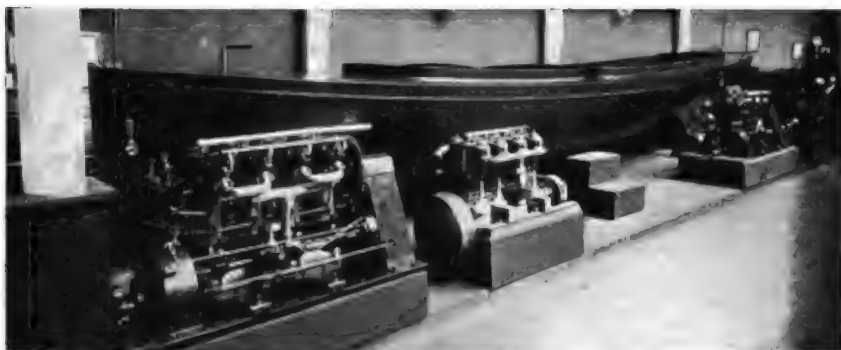
The Automobile Club of America at present has nearly six hundred active members, including most of the prominent automobilists of this country, and the list is rapidly growing. Dave Hennen Morris is president, Messrs. Colgate Hoyt and W. K. Vanderbilt, Jr., vice-presidents, Emerson Brooks, treasurer, and S. M. Butler, secretary.

A COURSE of lectures has been arranged to be delivered before the Buffalo, N. Y. Central Y. M. C. A., by James H. Massie, M. E. The subjects selected are as follows: General Principles of the Gasolene Engine; The Gasolene Engine in Automobiles; Power Transmission Devices; Care of Gasolene Vehicles; and The Coming Automobile.

Bid for Popularity by Motor Boats

MOTOR boat builders have seen the light, and have set their helms so as to point toward the commercially successful propositions in design. Most of them have proven themselves good business men in the past, and it has not taken the new comers long to scent the commercial trail that leads to prosperity. There is a manifest intention on the part of the makers to cease spending overmuch time on racing machines and theoretical craft, and to follow, instead, the policy of giving the public what it wants.

This is the best and most impressive message of the motor boat show of 1905, which was inaugurated in Madison Square Garden, New York, on February 21, and will continue until March 9. The show is notable chiefly for the absence of cockleshell racing craft and for a general tendency toward building stauncher and more commodious craft, and for the general public, at moderate prices. That way lies success. The racer should not be neglected, of course, and

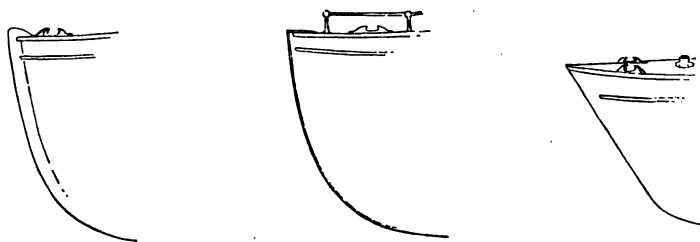


RENAULT BOAT AT PALAIS DE L'AUTOMOBILE SPACE

it will not be, for its development will lay the course for the development of general design and motor efficiency, but as the market for such craft always must be limited, the prosperity of the industry lies in catering to the multitude of lovers of aquatic sports who will buy boats of all sizes, from the afternoon pleasure launch to the substantial cruiser.

It has taken the motor boat makers less time to see the light in this respect than it has the pioneers in most other new industries, because, as has been mentioned, many of them were following along the proper lines as builders of the older type of marine power boat. Still, they have but just begun to move in this direction, and great advances are yet to be made in the building of popular craft, substantial, serviceable, moderately speedy, and moderately cheap. It is a show chiefly of cruising craft and semi-racers, with the out-and-out racer shelved almost as completely as has been the sportsman's end of the exhibition. Still, there is room for heavier building of hulls, for a more perfect compromise between the too heavy marine motor of old type and the too light and unreliable automobile

AUTOMOBILE TOPICS

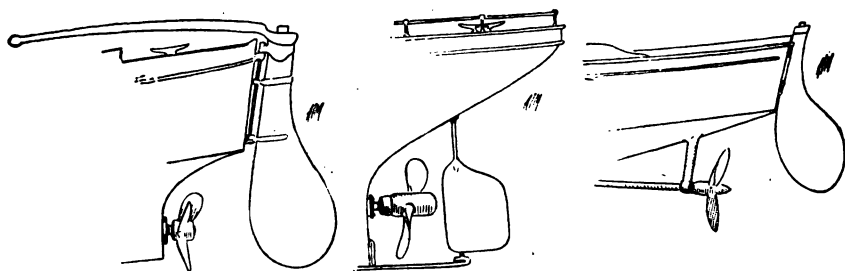


engine of modern adoption, and for more variety in craft of the smaller sizes, and lower prices. The tendency toward these ends is apparent and marked, however, and this is cause for congratulation.

Success in a fullness not hoped for by the optimists has attended the show. The public fancy has been caught. The attendance has been steadily large, even after the first week had passed, and the genuine eager interest of the visitors has banished all doubts about motor boating becoming a wide-spread popular sport and the building of such vessels becoming an industry of magnitude. Best of all, the public has been buying, and the exhibitors are happy with the business done and in prospect.

It is thoroughly a motor boat show, and it comes so near to being completely so that the launch builders will have to go it alone next year, because the exhibitors of camps and general sportsman's goods are so dissatisfied that they have declared for a split, and say that they will have a show of their own, with the motor boats out of it, next year.

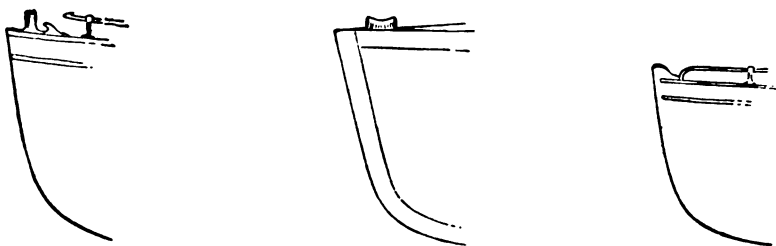
During all the first week of the show prominent personages were daily among the visitors, and much zest was added to the interest by the purchases of some distinguished men. E. R. Thomas, newly arrived from Cuba, is one of those who ordered racing engines, and declared his intention of competing in events everywhere during the season. Nathan Straus was another prominent buyer.



The drawings are arranged with the bow directly above the stern of the same craft. Reading from left to right, those on this page are:

- 30-foot Renault, shown by Palais de L'Automobile.
- 25-footer, shown by Western Launch and Engine Works.
- 20-foot "Nada", shown by E. H. Godshalk & Co.

AUTOMOBILE TOPICS

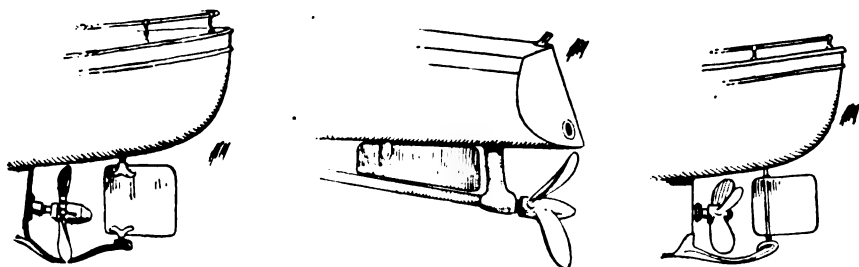


For the exhibitors and racing managers there were the annual meetings and elections to relieve the week. The National Association of Boat Builders and Engine Manufacturers and the American Power Boat Association both held their yearly sessions during the first eight days of the exhibition.

For the entertainment of those who were not enthusiasts in motor boating there were water sports every day, besides exhibitions by members of the U. S. Volunteer Life Saving Corps, the excursions about the lagoon in the two passenger boats, "Buster Brown" and "Tige," as well as exhibits of camps, guides, animals, and sporting goods of all sorts.

The attendance of yacht and boat club members has been very large. Special days were set apart for the visits of certain groups of clubs, and they responded splendidly.

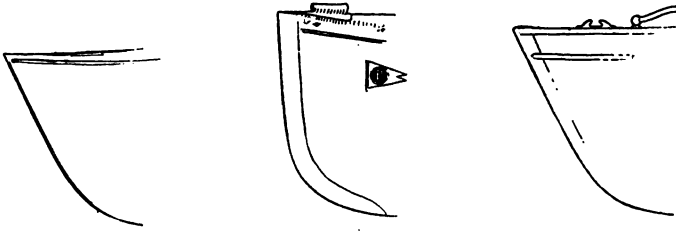
A careful survey of the show revealed a very few specimens of what may be called out-and-out racers. The Panhard II. is the most typical racing craft on hand, more in the extreme style of low, sharp lines and light construction, that is. This craft, which is said to have shown twenty-six miles an hour in trials, is exhibited by Panhard & Levassor, American Branch, of 232 West Thirteenth street, New York City. She is 40 feet long, with 5 feet beam, and is equipped with a four-cylinder 60-hp. motor. The hull is double planked, the combined thickness of both plankings being less than one-quarter of an inch. The outside planking is selected mahogany and the inside planking cedar. It is copper fastened, and more than 17,000 rivets were used to fasten the craft together. The helmsman



The drawings are arranged with the bow directly above the stern of the same craft. Reading from left to right, those on this page are:

- 21-footer "Mildred", shown by Truscott Boat Mfg. Co.
- 26-foot semi-racer, shown by Electric Launch Co.
- 23-footer, shown by Pierce Engine Co.

AUTOMOBILE TOPICS

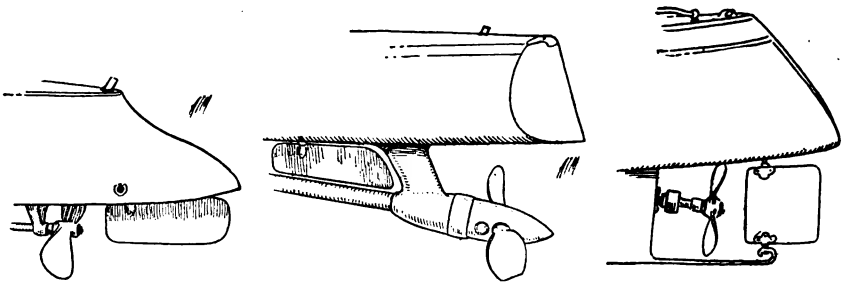


has a cockpit forward, and when required, a metal hood can be moved over this space. The motor space is next aft. The hull weighs only 575 pounds, so that with the motor she has, this speed ought to be exceeded.

Besides this there are other racers, notably Pi-Ouit II., of De Dietrich make, which was exhibited at St. Louis, and which arrived late on Monday afternoon, and promptly knocked a hole in the bottom of the tank because of her deep draft. After that she was hoisted into extemporized davits and not allowed her full displacement. This is the only De Dietrich at the show. It is 30 feet long and fitted with a 30-hp. motor. She is to have a trial in local waters after the show, and will be handled by H. W. Fletcher. This boat is the one raced on the Seine last year. She is shown at the stand of the De Dietrich Company, American Branch, of 1 West Thirty-fourth street, New York.

Another notable racer is the little Nada, which repeatedly beat her rating of 33.3 last year and won out from bigger boats. This craft, with her remarkable Giant engine of 5 hp., is at the stand of E. H. Godshalk & Co., of Philadelphia. The Nada has a Williams-Whittelsey Company hull. She is 20 feet in length, and has a speed record of 11.52 miles. The Godshalk concern has a larger cruising boat in the water, the Nada being on the floor. In a case beside it are a lot of trophies it won last summer.

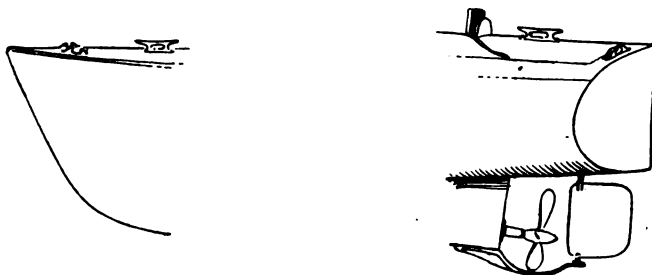
A slick semi-racer is found at the stand of the Electric Launch Company, of Bayonne, N. J. It is a 25-footer, with $\frac{3}{8}$ -inch planking, and is equipped with a



The drawings are arranged with the bow directly above the stern of the same craft. Reading from left to right, those on this page are:

- 32-foot yacht tender of F. G. Bourne, shown by Charles L. Seabury & Co.
- 40-foot "Panhard II", shown by Panhard & Levassor
- 21-footer, shown by Lozier Motor Co.

AUTOMOBILE TOPICS



WILLIAMS-WHITTELSEY 30-FOOTER

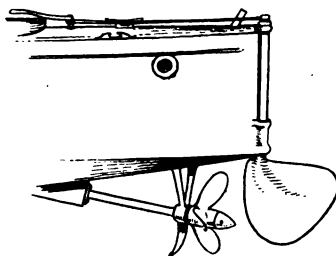
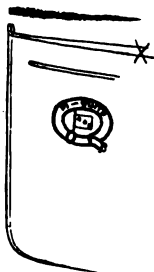
Panhard engine of 30 hp. Its weight is 1,592 pounds. This firm shows in the water a 30-footer called the Rest-A-While. This is an electric launch with a battery having a capacity for a 75-mile trip on one charge. It is gorgeous with a fringe of incandescent lamps pendent from the awning edge, and the cockpit is furnished with willow wicker easy chairs.

Another semi-racer is the Renault boat exhibited by H. Neubauer at the stand of the Palais de l'Automobile, of 500 Fifth avenue, New York. The hull of this boat was designed by Tams, Le Moine and Crane, and was built by B. F. Wood, of City Island. It is a very handsome 30-footer, fitted with a 20-30-hp. Renault engine. The Palais de l'Automobile exhibits also in the lagoon La Manola, the Panhard boat with a 60-hp. engine that made the trip to Newport in ten hours last summer.

Nearly all the concerns show a boat in the water as well as one on the main floor.

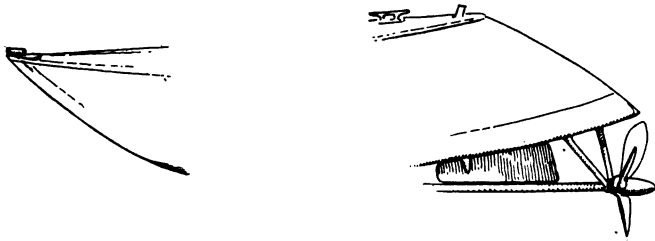
A great deal of attention is attracted by a well-known racing form on the lagoon that is generally recognized in spite of being disguised by the name of Bison. It is the boat owned and raced by Wm. K. Vanderbilt, Jr., last year, under the name of the Hard Boiled Egg. This craft is shown by the Buffalo Gasolene Motor Company, which has also a handsome launch tender on the floor the lines of which are interesting.

Some of the other interesting models, showing the few changes in lines and the tendencies developed since last year, which have been sketched for repro-



DE DIETRICH "PI-OUIT II"

AUTOMOBILE TOPICS



"BISON"—FORMERLY "HARD BOILED EGG"

duction by the AUTOMOBILE TOPICS artist, are a 30-footer, with a 6-inch beam, hull built by the Williams-Whittelsey Company; a 25-footer, with a two-cycle engine of 7 hp., shown by the Western Launch and Engine Works (Newbury & Dunham, New York); a 23-footer of 6 hp., shown by the Pierce Engine Company, of Racine, Wis. This Pierce boat is but one of four exhibits of pleasure craft shown for this concern by the Siegel-Cooper Company, of New York.

A superb Standard boat of 25 feet, fitted with a four-cylinder Standard engine of 25 hp., attracts attention on the lagoon, but in its space this firm shows only engines. It has the latter in all sizes, one, two, four and six cylinders, and rating as high as 160 hp.

Commodore F. G. Bourne's tender for his yacht Delaware attracts attention to the other Speedway boats at the space of the "big name"—Gas Engine and Power Company and Charles L. Seabury and Co., Consolidated. Commodore Bourne's launch, which is illustrated herewith, is a 32-footer, with a 6-inch beam, and has a double-planked hull finished in Spanish cedar. It has a six-cylinder engine, rated at 25-35 hp. The Seabury concern exhibits also a tender, 21 feet long, of the old-style naphtha variety.

The craft of the Lozier Motor Company, of New York, one on the floor—that is illustrated herewith—and another in the water, attract a full share of attention from the wise ones. The boat on the floor is a 21-footer of 3 hp., and the one in the water is a 31-footer, a semi-racer of 25 hp.

Down on the "island," as the walk across the lagoon is styled, several Truscott boats divide attention with the Panhard II. and the Smith & Mabley tender that was built for C. K. G. Billings' yacht Surf. Two Truscott boats are shown in the stand and one in the water, and for a popular style and size of craft they are part of the cream of the show. The Truscott boat illustrated is a 21-footer, having a 5-hp. engine, that has been bought by J. J. McGann, of Clifton, S. I. John Wanamaker is agent for the Truscott products, and this means, presumably, boats for the people.

One of the interesting auxiliary devices shown is a transforming device, or rectifier, which shows how a storage battery may be charged from an ordinary alternating current instead of a direct current, by the use of a mercury rectifier. The mercury rectifier is shown attached to a panel, and through the glass form of the rectifier are shown the operation of the electric current and the deep blue flame of the mercury, and the current which produces the change.

AUTOMOBILE TOPICS

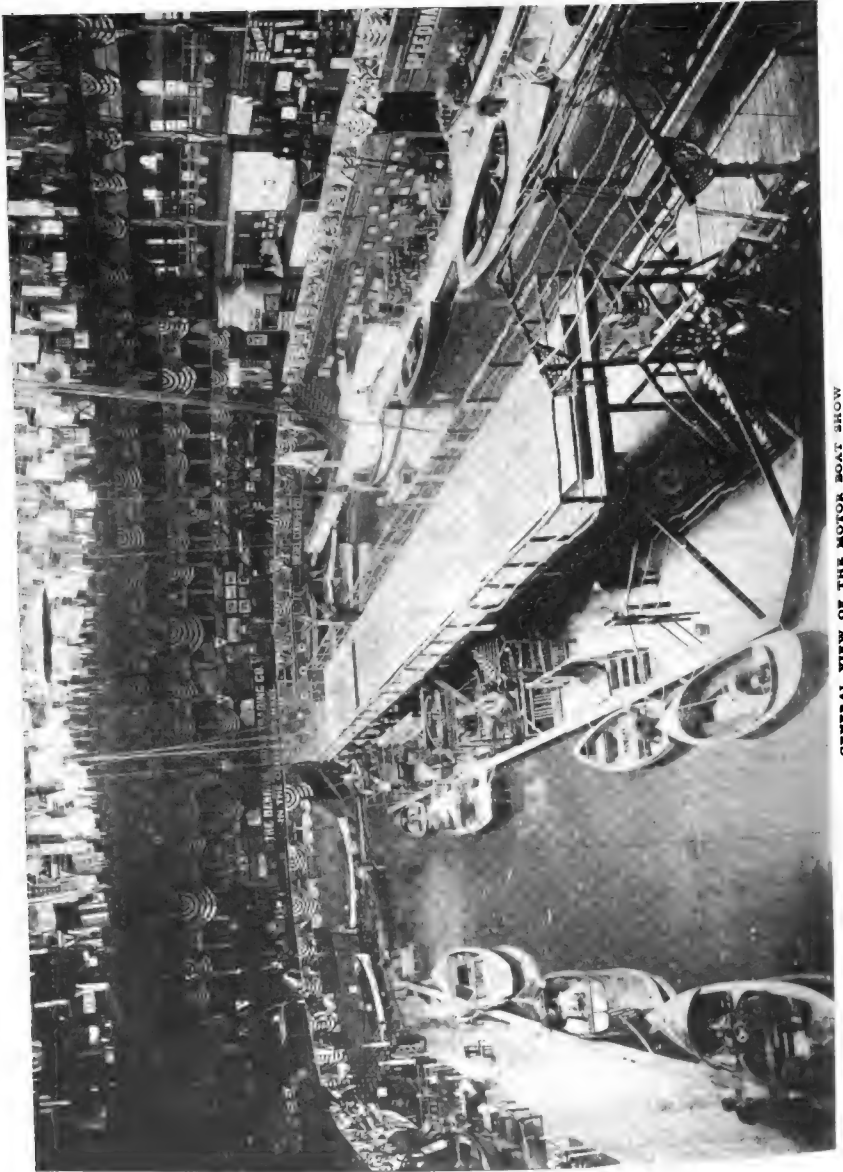
With regard to the engines at the show, it does not require omniscience to enable one to see that what at one time seemed to be an irreconcilable conflict between the marine and the automobile types of motor boat engines is to end in a compromise. The present show foreshadows this very plainly. A year ago, when the so-called auto boat came to Madison Square Garden with a chip on its shoulder, with a saucy invitation to its rival to knock it off, the latter, from its height of superiority, looked down with mixed contempt and amazement on the newcomer. Now, however, each has learned that there is something of value to be learned from the other, and scarcely takes the pains to conceal the fact that it has been at school.

To be more explicit, makers of automobile engines have learned that more metal is needed in a motor intended for hard and continuous service afloat than in one fitted to a road vehicle. In one it is, as one exhibitor tersely put it, a continual climb up hill, with the propeller constantly battling against a solid mass of water and requiring the application of sustained power; in the other the demand is variable, with the hills forming only a fraction of the course covered, and the down grades still further lessening the power consumption. Consequently, the marine engine requires more metal, judiciously distributed through cylinders, pistons, rods, shafts, etc. But, just as the necessity for keeping down the weight of automobiles has resulted in the production of extremely light engines, horse power considered, so the utter lack of any such necessity in the case of marine engines led, in the past, at least, to a too generous use of metal. There being no incentive to pare weights, they were not pared.

The present show makes it plain that in both of the opposing camps thinking caps have been put on, with the natural result. Makers of automobile engines have found that a few pounds here and there could be added to advantage, and the result is an increase in weight that is, in some cases, quite considerable. On the other hand, marine engine designers have read the handwriting on the wall, and have set about reducing their all too generous proportions. Although still wide apart, the two camps are getting within hailing distance, and have begun to respect each other.



THE 25-FOOT STANDARD IN THE WATER



GENERAL VIEW OF THE MOTOR BOAT SHOW

AUTOMOBILE TOPICS

With respect to that other bone of contention—the respective merits of the two and four-cycle engines—there is revealed very little prospect of an agreement. There is a pretty general adherence to the policy of using the two-cycle form for small engines and the four-cycle for large ones, although there are exceptions to this. But beyond this, there is plainly a movement in the direction of the four-cycle form—one not confined to supporters of the automobile type of engine. In conversing with exhibitors it becomes plain that the influence of the automobile engine is back of this movement; that is, makers who have succumbed to it have done so because of the popularity of the newer and more pleasing form. At the same time, there are to be found strenuous adherents of the two-cycle engine who declare that those who forsake it are worshipping false gods, and who even contend that they see evidences of a reversion to the two-cycle engine. No one else can see it, however.

In at least one other direction the influence of automobile construction is very noticeable. This is the growing desire to endow the motor boat with much of the flexibility and ease of control possessed by the automobile. It finds an outlet in the fitting of free shafts to even small two-cycle engines, to the end that a boat may cease to have “way” without stopping the engine and without having recourse to the usual expedient of a neutral position of the propeller blades. The Lozier exhibit is the notable leader in this respect. Of course, all except the small engines are provided with a free shaft, for ease in starting and facility of reversing and changing speeds, a clutch connecting the two ends of the shaft and being shafted in and out at will. But hitherto the small engines have been left to cope with the matter through neutral-bladed propellers, with the result that if they are of the two-cycle type, and therefore governorless, they raced when in this position. There is no reason why one end of the shaft should not be free, except, perhaps, that established practice called for a solid shaft.

The proximity to a never-failing supply of water is reason enough why all motor boat engines are water-cooled, but this does not explain the fondness designers of such engines have for casting their cylinders separately. The ample



ONE OF THE SPEEDWAY BOATS

AUTOMOBILE TOPICS

supply of water should lead them to think of the advantages of casting them in pairs, inasmuch as the ease and certainty of cooling would ensure the cylinders against much contraction and expansion.

There are bigger, more powerful and more imposing-looking engines in the show than the eight-cylinder one exhibited by E. H. Godshalk & Co., of Philadelphia, but few as interesting. The statement that it is rated at 60-70 hp., with a given weight of 680 pounds, is sufficient cause for this interest. Like all the Godshalk engines, this one is of the two-cycle type. It is really two four-cylinder engines with their shafts coupled, the friction cut-out clutch connecting them enabling either one or both of them to be operated. Each cylinder is cast separately, the walls being steel of very light gauge, with aluminum water jackets. The concern makes regularly 5, 10, 15, 20 and 30-hp. engines, in addition to the eight-cylinder one, with from one to four cylinders each, all having $4\frac{1}{2} \times 5$ -inch cylinder dimensions. They are water jacketed and the circulation is secured by a plunger pump. Ignition is of the make-and-break type on the single-cylinder engine and jump spark on the others. The current is supplied by dry cells on the



A WILLIAMS-WHITTELEY CRAFT

smaller engines and by magneto, with batteries for starting, on the larger ones. The normal speed of the engines is 600 revolutions per minute. A special carburetor of simple and ingenious construction is used. On the engines of 15 hp. and upward a clutch is fitted on the engine shaft for the purpose of reversing and making speed changes.

Two entirely new engines are shown by the Lozier Motor Company. One is of the two-cycle type, which is shown in the 3-hp. size, but it will also be made in the 5 and $7\frac{1}{2}$ -hp. sizes. The noteworthy feature is the fitting on the engine shaft of a clutch, by means of which the propeller shaft can be thrown out, thus preventing engine racing. The control is effected by throttling the mixture, in connection with a sparking advance. The carburetor is of the float-feed type, and a plunger pump secures circulation of the cooling water. The engine speed ranges from 65 to 700 revolutions per minute.

The second Lozier novelty is a 25-hp., four-cylinder, four-cycle auto marine engine weighing only 850 pounds. This engine is shown for the first time, and is to be made the leading type of engine for the larger Lozier boats. It

AUTOMOBILE TOPICS

will also be made in a 40-hp. size. The cylinders are cast in pairs, and bolted to an aluminum-alloy base; the dimensions are 5 x 6. Both inlet and exhaust valves are mechanically operated, and are made from nickel-steel forgings; they are easily removable through openings in the cylinder head by removing the brass screw-caps.

Speed control is obtained to a very fine degree by a ball governor driven from the main cam shaft. To the governor shaft, which passes through the upper part of the base, is attached, at the forward end, a leaf with adjusting screw and cap, and as the governor shaft is turned, the arm of the timer follows, and the position of the leaf determines a late or an early spark. About midway the length of the governor rod is a connection operating a notched rod horizontally. This has a forward-and-back movement, the teeth fitting in a notched quadrant attached to the stem of the gate valve located in the carburetor opening to the engine. As the governor rod moves, the supply of gas to the mixing chamber is increased or decreased, the gate valve automatically increasing or decreasing the size of the gas-inlet opening.

Two four-cylinder Panhard marine type engines are shown by Panhard & Levassor, one of them, a 60-hp. size, being in a 40-foot P. & L. motor boat. Both engines are of the 1905 pattern, identical in all essential particulars with the famous French firm's automobile engines.

As is the case with all the large engines, the engine is started with a crank. A clutch on the engine shaft permits the propeller shaft to be thrown out at will. The propeller is reversible, with variable speeds, a rack and pinion mechanism being used for this purpose. Ignition is by jump spark, the current being supplied by an Eiseman magneto, the latter being used either alone or in connection with batteries for the purpose of starting, as desired. The control is effected by throttle and spark advance, operated by either the steersman or the mechanic, although it is intended that the former shall control these levers from his position in front, while the latter attends to reversing, starting, stopping, etc. The novel Panhard method of exhausting is continued, the exploded gases being vented into a small muffler, and then into a smoke stack in the center of the boat.

Except for the very small sizes of engines—up to 6 hp.—the Gas Engine and Power Company and Charles L. Seabury & Co. pin their faith to the four-cycle type of engine. They show a 60-hp., six-cylinder engine, a 28 and 14-hp., four-cylinder, a 10½-hp., three-cylinder, and a 7-hp., two-cylinder, the first two with 6 x 6-inch cylinders and the others with 4½ x 5-inch. The 28-hp. engine, which may be regarded as the standard type, has mechanically-operated valves and a double set of spark plugs, one in the valve chamber and the other in the combustion chamber, one being used if the other soots or goes wrong otherwise. The valves are easily accessible, the release of four bolts permitting them to be lifted out. Cylinders are cast in pairs. Current is supplied by a dynamo, direct connected to the engine shaft by a worm gear; storage batteries are used for starting, the current for them being generated by the dynamo.

The Western Launch and Engine Works show their two-cycle engine, which

AUTOMOBILE TOPICS

is made in sizes from $1\frac{1}{2}$ to 11 hp. They are moderate-priced but simple and substantial-looking.

The high reputation of the product of the Eagle Bicycle Manufacturing Company is fully borne out by the goods shown. Eagle and Torrington engines are made in sizes from 2 to 25 hp., and in both two and four cycle form, and with one, two and four cylinders.

Smalley motors, made by the Smalley Motor Company, are shown in sizes from 2 to 20 hp., in one, two and three cylinder form.

BOAT MOTORING

On Monday night, at the Hotel Astor, New York, the annual meeting of the American Power Boat Association was held. President William E. Ketcham occupied the chair.

The committee in charge of the challenge cup announced that the next races for it would take place on the St. Lawrence on August 24, 25 and 26, and that a cruise had been arranged for boats starting from New York on August 19 for the St. Lawrence.

The secretary's report showed that there were now thirty-nine clubs in the association, and that these six States were represented: New York, Massachusetts, Connecticut, Rhode Island, New Jersey and Pennsylvania. It was proposed that the constant of the two-cycle motors be changed from 750 to 850.

If passed by the executive committee, to whom it was referred, this amendment will give the two-cycle motors a lower rating. The executive committee is to meet in two weeks to act on the application of clubs for racing dates. The new officers elected for 1905 are as follows:

President, J. Howard Wainwright, American Yacht Club; secretary, Anson B. Cole, Manhasset Bay Yacht Club; treasurer, F. A. Hill, Norwalk Yacht Club; measurer, H. J. Gielow, Atlantic Yacht Club; executive committee, Harold Brown, Swampscott Yacht Club; J. H. McIntosh, Columbia Yacht Club; Alfred Costello, Frontenac Yacht Club; George P. Cranberry, New Rochelle Yacht Club.

A MEETING of the executive committee of the National Association of Boat Builders and Engine Manufacturers was held in Madison Square Garden, New York, on Wednesday afternoon, at which railroad rates and other matters of interest were discussed. Reports were made showing a flourishing condition of affairs.

EDWARD R. THOMAS has decided to follow the example of Herbert L. Bowden and fit up a special racing motor boat, to be used in this season's races. He will take two 80-hp. De Dietrich engines, couple them together, and use them to drive a boat which he is having built to contain them. With this outfit he expects to attain a speed in excess of that of W. Gould Brokaw's Challenger.

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Standard Information for European Tourists

Boxing, Shipping, Steamship Route, Passports, Duties, Permits and Regulations

BOXING AND SHIPPING.—The best way to pack an automobile for shipment abroad is to build a closed box of matched timber around the car. The platform should be built on 2x4 braces, beveled at the ends. The sides, ends and top should be constructed on a lighter frame. Use heavy bolts to bind between platform and top, use at least four of these on each side. In addition fasten four iron bands upon the box extending diagonally from the lower corners to points near the lateral center of the sides. The upper ends of these bands terminate in eyes. Through the four eyes have a chain placed. This will give a center hold to which hoisting tackle can be fastened. Brace wheels by blocks fastened to the sides of the box and brace smaller boxes containing spare parts to the platform of the box.

Consign through custom-house brokers. The box can be left with forwarders after the outward passage, for use in returning. Before returning go to any U. S. consul and make affidavit that the car was originally shipped from America. This will dispose of the customs question on arrival.

Cost of boxing the car, \$100. The expenditure pays for itself. In transporting the car by water abroad, do not box it. Transportation facilities between Great Britain and the Continent are practically perfect and no precautions are necessary.

STEAMSHIP ROUTES.—From New York to Liverpool—Cunard and White Star lines.

From New York to Southampton—American line.

From New York to Southampton and Bremen—North German Lloyd.

From New York to Southampton and Hamburg—Hamburg line.

From New York to Havre—Compagnie Generale Transatlantique.

From New York to Antwerp—Red Star line.

From New York to Glasgow and Moville—Anchor and Allan State lines.

From New York to Boulogne, Rotterdam and Amsterdam—Netherlands line.

From New York to London, Bristol and Hull—various smaller lines.

From Boston to Liverpool—Cunard, Dominion and Leyland lines.

From Philadelphia to Liverpool—American line.

PASSPORTS.—Write to the Passport Bureau of the State Department at Washington for blank. When received, fill and return with fee of \$1.00. Enclose no return postage; Government franks. Passport good for two years and renewable.

Duties, Permits, Regulations, Speed and Road Rules

GREAT BRITAIN AND IRELAND.—No duty or permits for tourists. Observe road rules carefully. Remember to turn to left in passing instead of right.

NETHERLANDS.—Touring cars (not new) are allowed to enter free. It is left, however, to the discretion of the Collector of Customs Receipts to claim as deposit, the amount of the duty, which will be reimbursed on departure from the country. The duty is 5 per cent. of the value. Car must carry two lanterns shedding their light a distance of 100 meters, with a brake enabling the car to stop within ten meters,

and a bell or horn which may be heard 100 meters distant. Speed must not exceed 20 kilometers (12 miles) in the open country and 8 kilometers (5 miles) an hour on sloping ground, in settlements, on bridges, in misty weather and at night, under penalty of a maximum fine of 50 florins (\$20). Tourists must carry in the car a permit of the Secretary of Public Works, countersigned at a customs office, stamped blanks for which may be obtained from the Automobile Club of the Netherlands, Hague, Nassauplein 1b., on payment of 2½ francs (50 cents). Gasoline obtainable at all A. C. N. stations at a uniform price of 20 cents per liter (one liter equal to 1.06 quart).

SWITZERLAND.—Deposit of 20 francs for every 100 kilos gross weight of car required. Against the deposit, a permit is given, valid for one year. The deposit is returned on leaving Switzerland by any of the frontier stations in exchange for the permit. Regulations are very exacting in Switzerland and motor drivers are not popularly liked. To escape owners' permits and plates, etc., tourists must carry permits of their home country, and that country must be one between which and Switzerland reciprocity exists. Each car must carry a deep-sounding horn. The driver must sound this as soon as he intends crossing or overtaking another car, a cycle or pedestrian crossing the road. He must also use the signal at all sharp turns in the road or at the end of any private road or avenue leading into a public highway; also at night or in foggy weather. A car must carry two brakes which must be used on sloping ground. The brakes must be independent and each must be competent to stop the car at full speed and full power on any incline. At night all cars must carry two lanterns in front, one green, the other white; also a red light at the rear, which must be lighted whenever the vehicle stops. The driver must have perfect control of his car at all times. He must slow up or even come to a full stop whenever the vehicle might cause an accident or interfere with traffic or when a saddle or harness horse shows signs of fright. In cities, villages, or hamlets and on mountain roads, speed must never exceed 10 kilometers (6¼ miles) an hour. On bridges, narrow streets, on steep declines and in front of sign-boards and official posters, speed must be reduced to 6 kilometers (4 miles) per hour. On no account must the speed be increased to more than 30 kilometers (19 miles) in the open country. On mountain roads, the car must be stopped whenever a Federal stage coach is met. Special care must be used in passing one of these coaches. In no case is a driver allowed to cut across a road in front of a vehicle or pedestrian. When stopped, the car must be run or pushed to the right side of the road. On narrow roads the car must be run off the road to the side if possible. The driver must not leave his motor running when he leaves the car. In case of accident he must stop, even if he is not at fault. He must see that the injured are cared for, and must freely show all official papers to anyone in authority. Racing on highways is strictly prohibited. Certain roads are forbidden to automobiles.

AUTOMOBILE TOPICS EUROPEAN SUPPLEMENT

FRANCE.—Certificate of ability, residence, passport, two photographs (unmounted, 30 by 40 millimeters), declaration of maker as to type, number, horsepower, weight, etc., of car and other details, may be and probably will be required. Customs dues of 50 francs for every 100 kilograms, if the car weighs more than 125 kilograms, 120 francs for every 100 kilograms if the car weighs less, must be deposited on entering France. This deposit will be refunded at any frontier custom house in exchange for the deposit receipt, which is valid for six months. Small stamp taxes are collected in all cases. In driving, the car must be under control. Driver must slow up in all cases where accident or the impeding of traffic is imminent. In narrow roads or streets the speed must not exceed that of a man walking. Speed limit is 30 kilometers (20 miles) in the open and 20 kilometers (13 miles) in settled portions of the country. Every car must show, in front, a green and a white light.

GERMANY.—Free entrance if driver possesses authentic documents regarding his car and himself, particularly proof that the car has been his property for a certain time. Much discretion is allowed officials. An entrance duty (refundable) may be enforced arbitrarily. This is 187½ francs on a car without regard to size or weight. Many local regulations and prohibited streets in some cities. Ordinary road rules. Driver must slow down in towns and villages. Little interference with foreigners who can prove their residence.

ITALY.—Tourist must, within five days after crossing the frontier, make a declaration at the office of some Provincial Prefect. This five-day term is established by the toll-gate certificate. If tourist comes from some country where there are rules and regulations for the driving of automobiles, as in America, he will receive a temporary permit to drive in the kingdom. He must prove ability to drive, ownership, etc. Lead seals will then be placed on the car. Duty (small) will be enforced. This duty returnable on leaving country.

SPAIN.—Deposit on entrance, returnable at departure. Road and speed rules not severe.

AUSTRIA.—Car subject to following customs duties: The car, 157½ francs; in addition, 9 florins (21 francs) for every 100 kilos of weight of motor or engine. Manufacturer's certificate indicating weight of car, motor and parts is advisable. Lead seals will be affixed after payment. Duties returnable in exchange for receipt on leaving. Road and speed rules not exacting.

DENMARK.—No duty on declaration that car is temporarily imported for touring purposes.

RUSSIA.—Automobiles may not pass the frontier simply by depositing duties, but special permission must be secured from the Secretary of Finance. Such permission must be applied for in writing on paper stamped with two stamps of 80 copecks (41 cents) each. Since reply may be delayed, it is expedient to ask for an early answer, giving some urgent reason. Driver must declare by which custom stations car is to enter and leave the country and for what space of time a permit is sought. The reimbursement takes place from two to ten months after leaving. Local road and speed rules, not generally severe.

BELGIUM.—Automobiles are provisionally exempted from the payment of duties,

but drivers are obliged to make deposit of or give security for 12 per cent. of the car's value. A transit-receipt is given containing description of vehicle and limiting period before exportation to one year. Deposit readily refunded at any frontier station on leaving. If one wishes to enter or pass through Belgium several times, it is sufficient not to demand restitution of deposit until one leaves definitely. Road and speed laws not severe, but general regulations regarding control, lamps, brakes, accident, bridges, narrow streets and closely populated districts are in force.

GENERAL.—It should be remembered that while speed laws are not rigidly enforced except in Switzerland, all drivers should be reasonable in their handling of cars. Road rules should be strictly observed everywhere.

It is best to be sure that one has coin of the country which is about to be entered before reaching the frontier. Custom officers will accept nothing but money of their own country. Before leaving it is always advisable to notify the frontier station a day or two before reaching it, so that the officials may have time to secure sufficient funds for reimbursement. Ordinarily they do not keep much money on hand.

Throughout Europe the rule is: automobiles and motor cycles, horns; bicycles, bells. By this the driver knows what is approaching from the rear and can govern himself accordingly.

It is always best to carry an exhaustive maker's certificate showing make and type of car, number of car and motor, weight, specifications, value, capacity and details of parts. A certificate of ability as a driver is almost indispensable.

Never pass or cross in front of a policeman or other official. The dignity of the law is sacred in Europe. Be polite to all officials under all circumstances; you will gain by this. Generally, you will find the officials overpoweringly polite to you.

Guide books can be obtained in bookstores in any of the large cities of Europe. Baedeker's are standard and generally up to date. Rolfe's "Satchel Guide" is also good. Cook's and Gaze's tourist agencies also publish reliable hand-books. And there are other good publications. Both the Michelin and Continental tire concerns publish guides which give much information not otherwise found in repair stations, garages and fuel depots. Good maps are plentiful and not expensive. The sectional ones are particularly good in Europe. Never travel without a map, as local information is not always reliable.

A membership in the Touring Club of France is desirable for the tourist in France and Europe generally. The road-book of France, published by the club, is invaluable as a reference work for the tourist who reads French.

On arrival at a town, leave your car and make hotel and garage arrangements before any of your party dismounts or any baggage is taken out. The fear that you may go to another hotel will insure better terms from the hotel and garage people.

Be good-natured but firm. Be just in giving gratuities, not too liberal. Too much generosity makes it harder for those who follow. Plan your itinerary in advance, but allow a day here and there for departures from it.

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Renault Limousine, 1905

Panhard and Levassors, Renaults, Etc.

Mention "Automobile Topics" when writing.

Independent Makers Organized at Last

AN association has at last been formed by a number of the prominent manufacturers who do not train in the camp of the Selden License Association. After the several conferences in Chicago it was agreed to form the American Motor Car Manufacturers' Association, and a committee was appointed to draft plans for an organization. This committee consisted of Benjamin Briscoe, of the Maxwell-Briscoe Motor Co., of Tarrytown, N. Y.; J. B. Bartholomew, of the Bartholomew Co., Peoria, Ill.; J. P. Lewis, of the Mitchell Motor Car Co., of Racine, Wis., and James Couzens, of the Ford Motor Company. This committee met in Detroit a few days ago and decided upon that city as the location for the offices of the organization, and voted to retain Job E. Hedges, of 141 Broadway, New York, as general counsel of the association.

The officers of the American Motor Car Manufacturers' Association are: James Couzens, chairman; A. C. Newby, vice-chairman; J. B. Bartholomew, treasurer; J. P. Lewis, secretary.

Havana Prize Presented

MAYOR O'FARRILL of Havana, Cuba, presented the cup won by E. J. Conill, in the 100-mile race on the San Cristobal road, with much ceremony last week before a distinguished gathering in the Mayor's office in the City Hall, Havana.

The Mayor dwelt at some length upon the vast benefits accruing to Havana from the success of the races, pointing out how prominently they have brought the country before the world, and foretelling immeasurably greater success for future years, concluding with the declaration that Cuba will next year have a course excelling any in the world.

Mr. Conill replied in a few words of thanks, declaring that his pleasure in receiving the trophy was doubled by the generous spirit in which it was yielded to him, and that even had he lost he would have felt himself repaid many times over for whatever he had done to make the races a success, by the approval which those taking part had bestowed upon his labors.

J. C. Wetmore, replying for the visitors, said he voiced the sentiments of all the Americans who had come there for the races, both automobilist and press representatives, in sincerely congratulating Señor Conill upon his victory, so well merited by the pains which he had taken and the thoroughly sportsmanlike spirit shown by him throughout.

The A. A. A. Incorporated

THE American Automobile Association has been incorporated under the laws of New Jersey, with main offices at 525 Main street, East Orange. The declared objects are to encourage and develop automobiling and the capitalization is \$125,000. The incorporators are Elliott C. Lee, George C. Farrington and Charles H. Gillette.

Fighting New York's Drastic Bills

AN imposing coterie of automobile exponents appeared before the New York State Legislative Committee on Internal Affairs at Albany last Tuesday, arrayed against the several pernicious measures which have been introduced there this winter—the Saxe, Grady, Nugent, and Smith bills. The Saxe bill was made the chief object of attack.

Representing the Automobile Club of America were W. E. Scarritt, A. R. Shattuck, S. M. Butler, W. W. Niles, and a few more. For the National Association of Automobile Manufacturers, Charles Thaddeus Terry was on hand. The New York Motor Club was represented by its president, Charles H. Hyde, and the New York Automobile Trade Association by Percy Owen. The State Automobile Association, and the various clubs of the State were well represented, among those attending the hearing being Frank G. Webb, of the Long Island club; Edward Murphy 2d, Troy club; F. P. Miller, A. H. Westcott, Dr. F. J. Douglas, M. W. Auken, and R. B. Billings, Utica club; W. L. Brown, Giles H. Stillwell, and F. H. Elliott, Syracuse club; W. B. Barnes, Auburn club; Dr. W. E. Milbank and O. A. Quale, Albany club; N. M. Pierce, Binghamton club, and W. H. Hotchkiss, president of the New York State Association.

The Saxe bill is a proposed amendment to the present law making a first offense against the speed law by an automobilist punishable by imprisonment.

W. E. Scarritt addressed the committee at some length, saying in part:

"We object to the Saxe amendment because it is tyrannical, unfair, and unjust, in that it puts it within the power of any petty prejudiced magistrate to send an automobilist to jail for a violation of the speed law, no difference how slight or unintentional that violation may have been. Therefore, if enacted, it would tend to drive the automobilist off the highway, and we submit that the great powers of the Legislature should not be used for any such purpose.

"The present law is a compromise and works out in practice fairly satisfactorily to everybody. We are as anxious as you or any other gentleman to stamp out reckless and dangerous driving on the highway.

"We submit that nine months is not sufficient time in which to test out the merits of any new law. Thus far the present law has worked satisfactorily. We do not believe the legislators of the Empire State, pricked and prodded by a few motorphobiacs, will permit themselves to enact legislation, which five years from now they will be heartily ashamed of."

"I have driven thirty thousand miles and have never been arrested," Mr. Shattuck said. "The danger from traffic in our city is very great, but is it due wholly to the automobile? In 1904 seven persons were killed by automobiles. It is too many, but in some instances it was due to the fault of the victims. In the same time, sixty-two persons were killed by horse-drawn vehicles, fifty-seven by the cars of the Interurban Company, twelve by the cars of the Interborough Company, and twenty by steam cars running in the city."

Mr. Hotchkiss, of Buffalo, asked: "Which is better for the Legislature and the people you represent, to have the support of the motorists in the enforcement of the law or their opposition to such enforcement? It will be our duty to attack such a law as is proposed."

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Speaking for the bill, John C. Coleman, of New York, said he represented between 350,000 and 400,000 persons as well as the West End Association. The present law, he said, was not satisfactory. He read from statistics which show that there were 279 arrests for violations of the speed law in the boroughs of Manhattan and the Bronx during the last nine months. Sixty-two of the accused were discharged and there were 217 trials. There were 160 convictions, and thirty-nine persons were acquitted. In each conviction a fine was paid, but no one was committed to jail.

James Van Dyke Carr, president of the West End Association, said he had seen chauffeurs cover the block in the Boulevard between 73d and 74th streets in $5\frac{1}{2}$ seconds, which, he said, was at the rate of thirty-five miles an hour.

Other arguments in favor of the bill were advanced by A. L. Blauvelt and J. L. Brower, of New York.

Smith Outdoes Grady

SAXE, Grady, Smith—these are the links in the chain of automobile legislation at Albany, N. Y., which have led to the latest bill, giving any supervisor in the State power to close roads to automobiles. First Saxe, then Grady, and now Smith, have introduced bills, each worse than the other, and each worthy of the strenuous fights being made against them.

Assemblyman R. H. Smith is the sponsor of this latest autophobe measure. He introduced it in the Assembly on Thursday last. It gives boards of supervisors absolute power, on petition of property owners on town roads, to close any road indefinitely to automobiles by the mere posting of a notice declaring the road closed. The principal portions of the bill are as follows:

"The Board of Supervisors of any county may, upon the petition of a majority in number of the owners of lands adjoining any road or highway in such county, adopt a resolution to exclude motor vehicles from the road or highway for a period to be specified therein, whenever it appears, from the facts stated in such petition, and from other evidence presented to it, that such road or highway is of such a nature because of its construction or width to render its use by automobiles dangerous to other users of such road or highway.

"Such petitions shall be signed by such owners, and shall contain a definite description of the road or highway from which it is desired to exclude such motor vehicles, and shall state facts tending to show why the use of such road or highway by motor vehicles would be dangerous to other users thereof.

"A similar resolution may be adopted by the Board of Supervisors of a county upon the petition of the town board of any town therein, specifying the particular road or highway from which it is desired to exclude such automobiles, and stating facts tending to show why the use of such road or highway by automobiles would be dangerous to the other users thereof. Such resolution shall not be effective unless a sign or notice indicating that motor vehicles are excluded from such road or highway, so printed as to be easily readable by a person using the road or highway, be conspicuously posed at the points where such road or highway joins other roads or highways, and at the points where such road or highway begins and ends."

New Jersey Motorists Oppose Scovel Bill

A WAKENING somewhat tardily to the imminence of the danger from the Scovel bill, New Jersey automobilists are working vigorously to cause its defeat. Protests are pouring in to the Legislature by letter and telegram from all over the State, and so bitter is the hostility aroused that the plan of the supporters of the measure to railroad it through without a public hearing has been abandoned and Tuesday of next week has been set for this purpose. At that time the matter will be fought out, for the advocates of the measure are equally active and are pursuing the same tactics as its opponents.

The Scovel bill makes several changes in the present law. Briefly, these amendments are as follows:

1. Arrest and imprisonment without a warrant.
2. An annual instead of a permanent license. If a man forgets to renew his license he is liable to arrest. He must carry it with him all the time, and prove that the license has not expired.
3. A duplication of numbers, front and back, so that a man is obliged to carry four numbers, one in front, one in the back, and one on each side.

The views of the opponents of the bill are well set forth in a letter which the Mercer County Automobile Club, including such men as the Roeblings, Wilbur F. Sadler, John A. Campbell and others equally as prominent have issued:

"The whole spirit of the law is changed. The automobilist is made a criminal from the time he buys his automobile, and is liable, not to a fine only, but to imprisonment, if he violates any of its provisions. If a number drops off his lamp he can be arrested."

Continuing, the letter says:

"New Jersey has had a law which proved satisfactory, and there was no complaint excepting from South Jersey, and that limited to a single instance.

"The very fact that New Jersey has good automobile laws and that the automobilist is not made a criminal has brought, and is bringing, men into New Jersey who make good citizens, who pay good taxes. These men are not 'bloated aristocrats,' but good citizens and sportsmen, and the immigration of men of that class should be encouraged."

In opposition to the bill there has also come a deluge of letters of protest to Governor Stokes from automobilists, real-estate owners and brokers, and manufacturers of automobiles and automobile parts from all sections of the State. It is contended that the rapid mode of transit provided by automobiles and the excellent roads of New Jersey have served to attract to the State thousands of residents, resulting in a great enhancement of realty values; that the law of last winter regulating automobiles has been considered as fair and permanent legislation on the subject, with the result that users of automobiles from other States have taken up their abode in this State, and that many millions of dollars have been invested in automobile manufactories and garages.

THE Automobile Club de France is issuing a circular to its members urging them not to use powerful acetylene headlights in towns, in order not to dazzle the eyes of pedestrians and the drivers of other vehicles.

Preventives and Remedies

PART XXIV

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Clutches and Brakes

LEATHER-FACED BRAKES.—Unlike the cone-clutch members, which normally move together and slip only occasionally, the band of a brake is at rest while the drum revolves, and slip, against more or less resistance, is the normal function. In this difference lies the reason why a leather-faced brake, if it were adjusted as closely as a clutch, would be subject to weakening heat and wear, particularly as the relations of its parts cannot be quite as rigidly secured as those of the clutch members. When not operated the band of a leather-faced brake should be a liberal distance from the drum, touching at no point. The fulcrum supporting all double-acting brakes is immovable; hence the regulation of the brake cannot be made solely between the fulcrum and the operating lever (or pedal), or solely in the mechanism of contraction, or expansion of the band or ring. Both adjustments must be corrected from time to time to take up wear and stretch; each independently of the other. The motion should be so proportioned that it brings the band quickly into contact with the drum, whereafter it should be slower with progressively increasing leverage. If the cam by which motion is transmitted from the operating lever is not so shaped as to produce this effect; first rapid contraction of the band with small pressure, followed by slow contraction at progressive pressure, the motorist will find it advantageous to have it changed, as the change is simple and inexpensive.

With metal-to-metal brakes a uniformly progressive leverage (simple eccentric cam) from the beginning to the end of the pedal, or lever, stroke, is acceptable, if the brake is closely adjusted and protected from dust, sand and mud. If not so protected, the close adjustment is less advisable on account of the liability of mud or gravel finding lodgment between the friction surfaces.

In case of a brake becoming greasy, wash the band with gasoline. Never apply resin or any similar substance. It will first cause the brake to act with violence instead of gradually, and very soon after, when the resin melts by the friction, will render it weaker in retarding effect than ever.

As soon as the copper rivets of a leather brake begin to get polished, change the leather and the rivets.

On long, steep slopes the metal brake may become very hot—as any friction machine properly should—and it may be necessary to cool it with water. Under similar conditions, the leather brake begins to emit a strong “burnt” odor, and unless a remedy is applied the usefulness of the facing will soon be destroyed. If the same thing happens in ordinary driving, it is evidence of faulty adjustment. A burnt facing must be replaced.

(To be continued.)

A Summer Abroad in a Touring Car—Part XV

By J. L. HUTCHINSON

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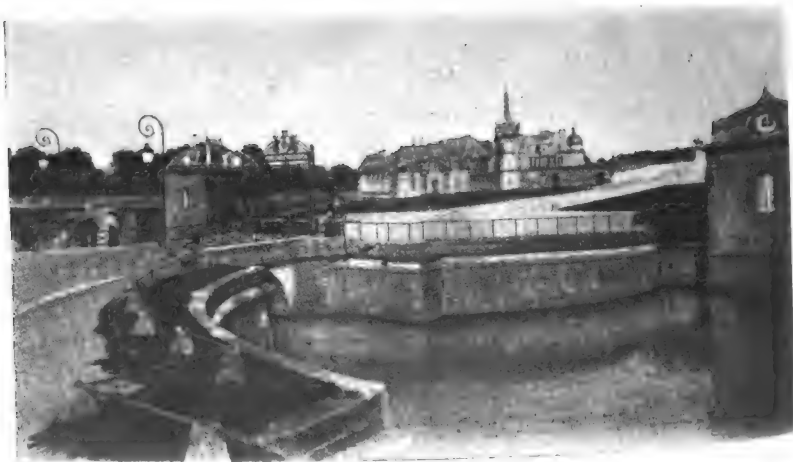
BEFORE I close this unassuming account of my tour I wish to refer again to one great advantage to be enjoyed in traveling by automobile. I have spoken on one or two occasions of the freedom of annoyance from poor accommodations and overcharges in the European hotels. Usually these are so frequent that much of the enjoyment of the trip is spoiled.

But with an automobile I was always able to make my terms in advance. I never stopped in going into a town in front of any particular hotel. I always stopped in the middle of the road, and selecting the hotel I preferred, dismounted and made terms, never allowing a porter to touch a bit of my luggage until the bargain was sealed.

The hotel man was at a disadvantage. If he did not make the proper rates, or give the proper rooms, he knew it would be easy for me to turn to another house. I always looked at the rooms offered. If I thought I was being overcharged (and I have had much experience in these matters) I would say, doubtfully:

"Well, the rooms are not just what I want. I think I will go across the road, or down the street, or around the corner, and see what A or B or X has to offer. If I find nothing that pleases me better I shall come back."

Then the landlord would suggest that if monsieur would look at some other rooms he might be better suited. The other rooms nearly always proved to be just as good and much less expensive.



CHATEAU DE CHANTILLY

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A FRENCH FISHERMAN

In touring by railroad, the traveler's luggage is taken by a porter to the hotel indicated. Thenceforth he is at the mercy of the landlord, and must pay whatever is asked. I really believe that the saving for our party in this way was equal to the cost of the tickets we would have bought had we traveled by rail. Certainly we saved much more than the expenses of running the car.

As we saved money by this system of dealing with landlords, so we saved in manifold ways—in diligence charges, cab and tramway expenses, and in fees. For we had no railway porters to tip, and my fees in the hotels were confined to the chambermaid, the head porter, the hall porter or "boots," and the waiter. Compare this with the multitudinous fees which the railway tourist has to pay, and you find a saving in little things which nets a large amount in the course of a Summer's travel. This is the final and a not unimportant reason why I am led to close as I began—with the statement that I am a convert to motor-car touring.

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doubt be enough on hand to supply sport in plenty, when matched up with the machines now in commission. The owners of tracks and promoters of racing are taking a more active interest in the sport than ever before, because they have scented its increasing popularity, and therefore its possible remunerativeness. The racing drivers and owners are keener than ever for the fray, and the general public is on edge because of the recent developments, which demonstrate that the time is about at hand when automobile races are not necessarily runaway or processional affairs, but may be made to furnish exciting sport. That there are in the field a number of cars and drivers who are very evenly matched was conclusively proven recently by repeated contests on the Florida beach, in which racing cars finished nose and nose on a straightaway course, and the electrical timing apparatus caught them one and two-fifths of a second apart.

A LETTER from the Richard-Brasier concern, of France, to E. B. Gallaher, of New York, gives the information that the Richard-Brasier racers will be nominated for the Vanderbilt Cup race and that the drivers of them will be Thery, Caillois and Stead.

J. R. EUSTIS, well known as a writer of automobile news, has been appointed manager of the several race meets being projected by the Brighton Beach Automobile Club of Brooklyn. The Brighton Beach Club was incorporated last Fall, with Messrs. Engemann and Battersby, the president and secretary of the Brighton Beach Racing Association, as incorporators, along with Charles H. Hyde, the president of the New York Motor Club. It is now being planned to have several race meets during the coming season on this one-mile track by the seashore.

PAUL SARTORI, chauffeur for Alfred G. Vanderbilt, is authority for the statement that the 90-hp. Fiat racer that competed on the Florida beach will be entered for the Vanderbilt cup race. It will be altered so as to increase its engine power, however, by having two more cylinders added, making it a six-cylindered machine. Sartori says this can be done without making the car exceed the weight limit of 2,204 pounds.

Two entries will be made for the Vanderbilt cup race by Walter Christie, according to Mr. Christie himself. One of these will be the racing car he used in Florida and the other will be a new one, now being constructed. The new car is to be something unusual in several respects. It will have two engines, one

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driving directly on the front wheels and the other driving directly on the rear wheels. The engine will develop about 110-hp., but the car will weigh only 1,700 pounds.

As it appears now, about twenty cars are likely to be entered to represent this country in the Vanderbilt cup race. From the field, however large it is, the race commission will have to select five, and this promises an elimination contest about as big and interesting as the cup race itself. Among the cars which it has been declared will be entered and which are reasonably certain to be ready are two Pope-Toledos, a Locomobile, a Columbia, two Christies, a White, a Ford, two Thomas flyers, a Pierce Great Arrow, two Wintons, two Peerless cars, a Royal, two Franklins and a Packard.

AMONG the foreign cars which it is said will be entered for the Vanderbilt cup race are two Clement-Bayard machines, two C. G. V. cars, two De Dietrichs, a Renault, three or four Fiats, a Pipe, a Decauville, a Darracq, a Hotchkiss, two Panhards, a Gobron-Brillie, a Mors and two Mercedes.

A. L. McMURTRY is negotiating with the American Automobile Association to give that organization control of the McMurry electric timing system, so that it may not be used for any except sanctioned races and speed trials. In the absence of any other efficient timing apparatus, this would give the A. A. A. absolute control of the road and beach racing situation.

WALTER CHRISTIE, of New York, has arranged to go to Florida next Tuesday to try out his direct drive racer again, in spite of the fact that he cannot get a sanction for a record trial from the American Automobile Association. Mr. Christie hopes to be able to get the use of the McMurry timing apparatus for use in his trials, because he arranged with Mr. McMurry for it before the latter began negotiations with the A. A. A. to have it used for sanctioned events only. Since the racing tournament in Florida, Mr. Christie has made five changes in his racer, which he thinks will make it five seconds faster. Among these alterations has been an increase in the length of stroke, the installation of a new carburettor and a high tension magneto. He thinks the car will now do a mile in 36 seconds. During the recent racing tournament, Mr. Christie's time for a mile was 42 1-5 seconds.

THE Baird racer of 100-hp., specially built for track contests, is now looking for an owner and a driver. It can be bought cheaply, it is said, although it has a record of 58 seconds and is in good condition.

BARNEY OLDFIELD is having a row with the promoters of the races run at the World's Fair at St. Louis last summer, because they decline to pay the hospital bills incurred by Oldfield after the accident on the Fair Grounds track. The managers say Oldfield was paid all his contract called for and that there was no agreement to indemnify him for accident.

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Waldorf Astor. She is a type of fragile beauty, her face dainty in coloring, and with clear-cut features.

MRS. SPENDER CLAY, formerly Miss Pauline Astor, is a recent convert to automobiling. While in the south of France, on her honeymoon trip, she was frequently seen out in a motor car with her husband. Mrs. Spender Clay is little known in this country, her visits having been few and far between, as she made her home in London with her father, Mr. William



MRS. SPENDER CLAY

SOCIETY people and automobilists alike were much shocked by the death of Mr. Sidney Dillon Ripley, which took place suddenly, following an attack of appendicitis. He was a prominent automobilist, and had many motor cars at his place

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at Hempstead, Long Island. He was a member of the Union, Metropolitan, Racquet, Lawyers', Automobile, New York Yacht, Riding, Westchester Country, Westminster Kennel, Meadow Brook Hunt, South Side Sportsmen's, Turf and Field, and Coney Island Jockey clubs. He was also an active member of the New York Zoological Society and the Chamber of Commerce. Mr. Ripley inherited a large fortune from his grandfather, Sidney Dillon, a builder, and former president of the Union Pacific Railroad Company. From this source he received an annual income of \$50,000, which, added to his business interests and his wife's fortune, made Mr. Dillon a very wealthy man.

SAN FRANCISCO women are taking up automobiling in great numbers. Mrs. Fred McNear, who usually runs her own car, is always smartly togged, and her sisters, Mrs. Gus Taylor and Mrs. Will Taylor, who motor a great deal, are just as sartorially correct. Mrs. J. J. Moore is another enthusiast who looks stunning in her motor, and so do the Spreckels girls. But these people all put away their pretties and go in for the strictly suitable when it comes to a long run. Coats for this purpose are tailored to the last stitch of smartness, but they are built on plain lines, with all sorts of ingenious and capacious pockets tucked away out of sight. Correct gloves, boots and hoods form part of the automobile outfit of every woman who likes to cover ground and plenty of it at the highest speed limit.

NEW YORK society is at present, to a great extent, assembled at Aiken, where there is much automobiling these days. The Harry Payne Whitneys have arrived there for the season, and have the Payne Whitneys staying with them, while Lady Algy Gordon Lennox and her pretty daughter are likewise to be among their guests. Among others are the Oliver Iselins and their daughters, Mrs. John R. Drexel, the William Payne Thompsons, the Norman de R. Whitehouses, Woodbury Kane, William R. Travers, John S. Tooker, Marion Wright and the George Sheffields, besides many other well-known people.

MRS. JOHN JACOB ASTOR and Master Vincent Astor sailed for Europe last week, Saturday, as did Miss Caroline Astor, who will be three years old in July. Mr. and Mrs. James Laurens Van Alen and child were among the departures. Bertie Stopford, the English cotillon leader, and who, incidentally, sells automobiles, has returned to London. Other departures during the week included the Henry Shoemakers, Theodore A. Havemeyers, Fred Havemeyer, Mrs. Robert Winthrop, Mrs. Edward Bell and Anthony J. Drexel, who will join Mrs. Drexel and his daughter on the Margarita at Cannes.

ON Tuesday of this week took place the wedding of Mrs. Edith Hawley Williams and Mr. John Van Schaick Oddie. Mr. Oddie is a prominent member of the New York Yacht Club and much interested in motor boats. He gave his farewell bachelor dinner at the yacht club last Saturday evening. Harold Oddie was the best man, and Messrs. Leon Marie, Greenville Winthrop and R. T. Halstead Meyers were the ushers.

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IN its new quarters at Brick Church, N. J., which have garage accommodations, the Automobile Club of New Jersey held its annual meeting last Friday night and elected the following officers for the ensuing year:

President, W. B. Hunter; vice-president, C. E. Reiss; secretary-treasurer, G. Franklin Bailey; governors, Winthrop E. Scarritt, James B. Dill, Dr. W. Quivey, Isaac H. Blanchard, A. J. Lamme, G. H.

Jacobs.

The various reports showed that during the past year the club has had a very gratifying growth, having nearly doubled its membership. Much interest in the future work of the club was expressed by the members present, and the new officers which they elected pledged themselves to strenuous efforts for the upbuilding and usefulness of the organization. This club, which is one of the oldest in the country, and the first to be organized in the State of New Jersey, has always taken much interest in State affairs, and in the past has been extremely influential in legislative matters. To it may be attributed directly the passage of the present Scovill bill. The club now believes that the time has come for all of the clubs in the State to unite in a State organization, which will be powerful when it comes to legislative and good roads work. Anticipating a like feeling among the other clubs in the near future, W. B. Hunter, the new president, was appointed a delegate to attend any meeting of State clubs that may be called for with this object in view.

AN international motor car show is to be organized in May next, at Budapest, by the Automobile Club of Hungary.

AN enterprising body is the Automobile Club of Mobile, Ala., composed of well-known business men of the Gulf city, which has arranged a flower parade to take place on Monday next. The time is happily selected, it being the first day of the annual Mardi Gras celebration, which attracts thousands of visitors from all over the country. There is positive assurance that the affair will be a great success, about 30 entries having been received. The cars will be decorated with flowers and ribbons, with one or two made up as floats. Society at large has taken a great interest in the parade, and each car will be occupied by charming young ladies. A large list of prizes has been accumulated, headed by \$175 in cash donated by the Carnival Association. A \$75 Phare Solar Lamp has been given by the White Sewing Machine Company, and T. B. Jeffery & Co. have offered a \$50 silver cup. With the wealth of flowers such as are in bloom in the South at this time of the year a very beautiful parade is certain to result. One very enthusiastic automobilist has contracted to have his car decorated at a cost of \$200. The chairman of the committee having the parade in charge is W. W. Herron, of the W. W. Herron Lumber Company, and he is leaving no stone unturned to make the function a success.

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WITHOUT his automobile a Frenchman living at Montargis would be unable to earn his livelihood. He is an itinerant showman, and in the day time the car takes him about with his luggage. In the evening the engine is connected with a dynamo at 110 volts, and this supplies an arc light and several incandescents. Then in his "fit-up" theater, lighted with the gasolene power, he gives a cinematograph exhibition. He is manager, electrician and lecturer.

MUCH interest is taken in the expected arrival at Khartoum, Soudan, of experimental motor cars for passenger service in the desert. The difficulty has been to find motors which are capable of traveling over the sand.

LESS fortunate than England's ruler, Alfonso of Spain has found that he is not superior to speed laws. The magistrate of the district court in which the Royal Palace is situated has just given a decision that the King's automobile is driven at a faster speed than is permitted by the municipal regulations, does not carry the official number, and has not paid the regular tax. This has caused much comment in Madrid among automobilists, and the governor of Madrid has testified that the automobiles of the King are registered in the municipal books, one under the name of the King himself, and the other under that of the Conde de Coradonga, and that they are running subject to the ordinances.

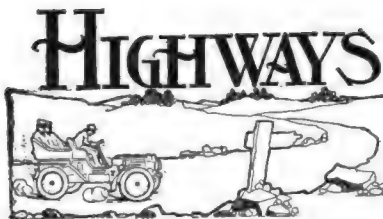
A LONDON omnibus proprietor, who was examined in the bankruptcy court, attributed his position to the opposition of motor cars. One of his horses, he asserted, had died of a broken heart.

MONTMARTRE HILL, said to be the steepest gradient in Paris, was ascended recently by a Serpollet steam omnibus. The hill has an average rise of 27 per cent., and in places reaches 40 per cent.

IN Budapest, Hungary, there are already 375 automobiles used for business purposes, of which 110 are employed in the service of the post office. The postal department intends purchasing 50 more vehicles.

A TEST of touring cars is to be carried out by the Automobile Club of Austria in May next, over a distance of from 375 miles to 500 miles. Points will be awarded for regularity of running, average speed, hill-climbing speed, speed over a level kilometer, consumption of gasolene and water, resistance of tires, comfort of the carriage body, and price of the chassis.

A FAMOUS tire—claimed to be the first pneumatic ever constructed, was exhibited at the recent British show at Olympia. It was recorded as being constructed under Thompson's patent in 1845, and is thus in its sixtieth year.



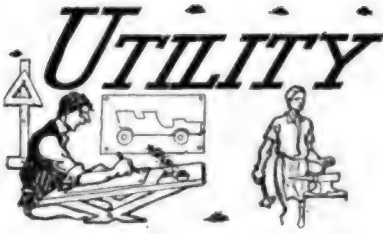
It begins to look as if the dream of good roads enthusiasts in New York State is at least in a fair way of being realized. The \$50,000,000 bond issue was last week reported favorably by the Senate Judiciary Committee, and will probably be passed by the Senate. It is believed that it will also go through the House and be signed by Governor Higgins. In that case it will be submitted to popular vote at the next general election, and the final verdict will rest with the voters of the State.

The measure in question is the Armstrong constitutional amendment, permitting the State to bond itself to the amount of \$50,000,000 to assist towns and counties to construct roads. In a speech before the Senate committee, W. Pierrepont White, of Utica, explained the nature of the amendment. The constitutional amendment requires that the \$50,000,000 provided under the amendment shall be equitably apportioned among the counties, and it is proposed that one mile in ten of all of the miles of highway in each of the counties shall be improved. Inasmuch as the State of New York has 74,000 miles of highway, the improvement of 10 per cent. would create a system of 7,400 miles of main highways, which, it is estimated, can be improved at an average cost of \$7,000 a mile, making a total cost of, approximately, \$50,000,000, he said. It is proposed that this \$50,000,000 be expended at the rate of \$5,000,000 a year, so that it will take ten years in which to complete the entire main highway system of the State. The State of New York has contracted to date for the construction of 700 miles of road, at an expense of \$5,670,000, giving an average cost of \$8,100 a mile.

Continuing, Mr. White said that road improvement was as essential to the maintenance of the commercial supremacy of this State as the development of railroads and canals. The full benefit of a cheap freight rate, said he, could not be enjoyed by the State at large unless its highway system was improved so as to enable the 12,000,000 tons of farm products raised on the 22,000,000 acres of farming land within the State to reach markets at the least possible cost.

Mr. White's statements were echoed by John Gick, of Saratoga; S. S. Salisbury, of Cayuga; Ira P. Cribb, of Canandaigua; Richard E. Gilman, of Onondaga; Arthur Warren, of Rochester; and County Attorney Norton, of Buffalo, all of whom said their localities favored the resolution.

In the opinion of New York State officials connected with the construction of good roads under the provisions of the Higbie-Armstrong act, little if any funds will be set aside this year by the State for the continuance of the work. The sole reason for a small appropriation this year is the deficiency in revenue, which, through legislation, efforts are being made to overcome. Governor Higgins said that he was heartily in sympathy with the movement to improve the State's highways, but that there are other matters more pressing for which provision must be made in this year's appropriation bill.



APROPOS of the offer of Prince d'Arenberg of a prize for the best device to protect the hands of the driver of an automobile from cold, or to warm them while driving, it is suggested that there should also be provided protection for the hands against rain, for practically nothing but leather gloves can be worn, or the freedom of manipulating the levers is interfered with; and when rain

has soaked the leather it is impossible in cold weather to keep the hands warm.

One or two devices have been brought out for warming the steering wheel either from the exhaust or from the water circulation; but this seems too troublesome a method. Recently there has been introduced a hood or wind shield which clips on the steering standard and protects the hands as they hold the wheel. It does not revolve with the wheel. But this, and one or two other inventions for the same purpose, do not seem to give a sufficiently free range of movement for the hands. In the case of a considerable turning, the wind shield would be a good deal in the way.

It would probably add greatly to the comfort of winter automobilists if a wind shield were continued from the top of the dashboard and curved over the steering wheel, beneath which the driver would operate all his control levers. This wind shield would require to be hinged on the dashboard so that it could be turned out of the way when entering or leaving the car, and to allow of access to the fittings on the dashboard, and it would be removable in summer.

With side doors to the front seat of the car, and such a shield as suggested, winter motoring would be much more pleasant.

It is absolutely necessary that when an engine is designed to be cooled by water the circulating system should be effective. Some water-circulation systems are so poorly designed that steam pockets may be formed in some portion of the tubing, interfering with the continuity of the circulation; or the pump may be worn out and have lost its efficiency. In both cases the cooling effect suffers; the cylinder, overheated, ignites the gases before they are properly explosible, the valves become coated with carbon or deformed by the heat, and do not seat properly, or the exhaust-valve stem seizes in its guide or is lengthened by the expansion from heat until it will no longer permit the valve to be entirely closed.

CARE should be taken to see that high tension cables are not brought too near the exhaust pipe or the muffler. The heat will melt the insulation and short circuits will result.

THE most likely points to give trouble should be first examined when a car goes wrong. A little experience, if made a note of, will enable one to tell which are the likely seats of trouble, but if they are found to be in good shape, the unlikely ones should next be turned to. It is a good idea, too, to take a rapid survey of the parts that betray indications of wrong-doing and which can be quickly investigated.

Automobile Topics

Illustrated

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

Published by AUTOMOBILE TOPICS (Incorp.)

E. E. SCHWARZKOPF, *President.*

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Now Is the Time to Get Ready

IN a very short time now the rush to get cars out of storage and into commission will begin. The first whiff of balmy weather will start the thoughts of motorists in the direction of their cars, and then will begin the scramble to get them into service. Even if a car is known to have been in perfect condition when it was put away in the fall it requires some attention, if only to have it cleaned, lubricated and its supply tanks filled. Usually much more than this is necessary. The tires are in need of repair, valves need grinding, bearings or other parts require adjustment, batteries have to be recharged or replaced, and a dozen other things call urgently for attention at the hands of a competent repairer.

It is obvious that work of this character cannot all be done at once. At this time dealers and repairmen are looking for such work and can give it infinitely better attention than would be possible a few weeks later. Then each automobilist will have to take his turn and put up with the treatment he receives.

AUTOMOBILE TOPICS

Now he can pick and choose, and be certain that everything needful is being done to his car.

The marked advantage accruing to the forehanded automobilist is too great to be foregone without some good reason.

Evolution of a Standard

DERISIVELY dubbed the "road locomotive" when it first made its appearance, the present type of gasoline automobile has seen many opposing types pass into oblivion after a brief period of popularity. To-day it is the standard, recognized as such the world over. No change is likely to take place and none, short of a revolution, following in the wake of a discovery overturning present fundamentals, could overthrow the motor car of to-day and set up a new standard in its place.

In the present type we have got about as far away from the horse-drawn vehicle as we possibly could. No one would think of terming the present car—with its long wheel base, bonnet, engine in front, and its elaborate system of control and operation—a carriage. The question whether the carriage type should be held to or ignored in automobile construction, which was a burning one less than half a dozen years ago, has been answered, apparently for all time. The carriage has disappeared, and in its place we have a vehicle that is a locomotive and a passenger car combined. Even in the runabout form, which has given way in the race for popularity to the touring car, the standard type is adhered to, with the result that in design the two are usually identical and becoming more so every year.

It is this great vogue of the touring car that has been the chief factor in the establishment of a type. As long as the runabout received the lion's share of attention, the "horseless carriage" idea continued to be retained. But as the desire to tour grew, the recognition of the merits of what was essentially the touring type of car could not but be admitted. What tourists wanted, and in time demanded, was comfort, sustained speed and wide radius of action; this they obtain in the "road locomotive" to a degree possible nowhere else.

ACCORDING to the returns of one big insurance company, only one in every thousand of its deceased policy-holders is an automobilist. That is to say, one-tenth of one per cent. of its losses come from followers of the alleged dangerous pastime. In the absence of information regarding the proportion of automobile and non-automobile deaths it is, of course, impossible to tell much about the matter; but on the face of it, we are justified in concluding that automobilists are pretty safe risks.

British Olympia Show Successful

WHAT is generally conceded to have been the greatest and most representative British show ever held came to an end at Olympia, London, on February 18, having been open since the 11th. Both as showing the growth and extent of the British industry, and as foreshadowing its speedy acquisition of the home markets, it was notable. Although Great Britain is still the greatest purchaser of French cars in the world, the Olympia show was much more a British show than any of those in the past. The proportionate increase in the number of exhibitors and the size and excellence of the exhibits was all in favor of the British makers.

Unlike previous shows, that at Olympia is located right in London, where ready access to it is had. Consequently, the attendance was large, helped, undoubtedly, by the fact that the Prince and Princess of Wales graced it with their presence on the opening day, the public opening being delayed two hours, in order that the Prince and Princess might have a "quiet couple of hours" in which to examine the exhibits. Thus graced with royal patronage the show drew large crowds throughout its run. On the other hand, the facilities for demonstrating were much inferior to those at the Crystal Palace, where former shows were held.



AUTOMOBILE TOPICS

As a spectacle the show was admittedly much inferior to the Paris Salon. Nevertheless, it was well arranged, and many of the stands were artistically decorated. A very fair idea of the decoration scheme may be obtained from the accompanying illustration.

New Baker Electric Coupe

THE third notable addition to the 1905 Baker line of electric vehicles is here shown. It is a coupé or limousine, designed principally for town use, and constructed with all the attention to detail that this class of vehicles calls for. Comfort and convenience have been consulted, and the result is a vehicle that will compare favorably with the corresponding type of horse-drawn vehicle.

The chassis is identical with that used in connection with the depot wagon and surrey—also new Baker vehicles. The motor is mounted in front under a bonnet, and is both easily accessible and fully protected. The power is transmitted by a shaft and bevel gear to a live rear axle. Artillery wheels are fitted, and the wheel base is of generous length, while a long footboard gives easy access to all seats. Twenty-four cells constitute the battery, following the well-known Baker practice of minimizing friction by the use of ball bearings at all points and utilizing the full power of the batteries and motor. The latter is of only $2\frac{1}{2}$ -hp., but is ample to drive the vehicle at any reasonable speed.



French Commercial Vehicle Contest

IT has been decided by the competition committee of the French Automobile Club to hold a series of trials of public service and commercial vehicles in August next. The tests of vehicles propelled by electricity will be held on the Paris-Evreux-Trouville road, and will extend over two days. The trials of vehicles propelled by other means will take place in the northwest district of France, and will last over eleven days, seven of which will be devoted to daily runs of from 50 to 200 kilometers, and four to exhibitions. The trials will be divided into a number of classes, viz: (1) Cars carrying more than six persons; (2) vehicles carrying from twelve to twenty-four persons; (3) vehicles accommodating over twenty-four passengers; (4) road trains; (5) cars carrying a load of at least 110 pounds; (6) vehicles for loads of 440 to 1,100 pounds; (7) vehicles for loads of 1,100 pounds to 2,200 pounds; (8) vehicles for loads of 2,200 pounds to 3,300 pounds; (9) vehicles for loads of 3,300 pounds to 4,400 pounds; and (10) vehicles for loads of over 4,400 pounds. The points to be taken into account are behavior on the level and on hills, reliability in operation, and fuel consumption.

Not Merely a Summertime Vehicle

AS a refutation of the proposition that the automobile is a vehicle for summer use only, the accompanying picture is a fine one. It is a rare presentation also, for the photograph was not taken to show a car blocked and buried in a snowdrift, but a car going through the drift. The car was travelling at the rate



of about thirty miles an hour when the picture was taken. The scene is on the Grand Boulevard, Detroit, and was taken while the men from the Packard factory were testing cars. It was thought that a good test would be to use them as snow plows or rams, and drive them through the drifts, and so this was done.



WITHIN a month a wonderful change has taken place in the aspect of the Reo factory at Lansing, Mich. Sales Manager R. M. Owen, who has just returned from there, says that whereas on February 1, when he was last there, there was much confusion, everything is now ship-shape, and the 350 men are working to such advantage that a large lot of cars was at the finishing stage, and deliveries in quantities will begin early this month. The first carload is now on the way to New York, and will be quickly followed by other shipments.

In fact, matters at the factory are in such splendid shape, as regards shipments, that the sales department will have to redouble its efforts to effect sales in order to keep ahead of the factory. The chief delay was caused by the non-arrival of drop forgings—of which no less than 115 are used in Reo cars—but they are now in hand and the cars are coming through in quantities.

An enlargement of the plant of the J. Stevens Arms & Tool Co. was made recently, necessitated by the steadily increasing demand for Stevens-Duryea cars. Despite this, however, the Chicopee Falls concern finds itself under the necessity of working a night as well as a day shift to catch up with the orders in hand for both the new 20-hp. 4-cylinder car and the old reliable 7-hp. runabout. By running night and day it is hoped to complete the cars under construction in time for spring and early summer delivery.

In celebration of the opening of its new salesroom and garage, at Broadway and Fifty-fifth street, New York, the Pope Manufacturing Company has brought out a very neat vest-pocket memorandum book, containing useful information. It is bound with leather and has a picture of the new garage and a plan showing each floor and the special features on the floors. There are ten routes to nearby places, printed in such simple form that no one need be lost in making the journey. There is a picture and brief description of each model of the Pope-Toledo,



Pope-Toledo Supremacy

THE wonderfully powerful, easy running, quiet, flexible and absolutely controlled Pope-Toledo engine transmits its power to the wheels by our Double Chain, Direct Drive System to an unbroken rear axle; a system of drive that in point of efficiency and desirability cannot be compared to the bevel gear for high-powered cars. We lose no power through driving shaft at an angle; waste no strength by dividing rear axle where strength is most needed. If there is an automobile in the world that has literally "Direct Drive" it is the Pope-Toledo, for it drives absolutely direct on high speed without a single idle gear in mesh.

Get a copy of our 1905 catalogue which contains the Pope-Toledo record, proving it the most powerful, reliable and easiest controlled automobile in the world.

30 H. P., front entrance	\$3,200
(Immediate Delivery)	
20 H. P., side entrance	2,800
30 H. P., side entrance	3,500
45 H. P., side entrance	6,000
Victoria or Canopy Top,	\$250 extra.



30 H. P. — \$3,500

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Pope-Waverley, Pope-Hartford and Pope-Tribune cars, together with a brief summary of the Pope-Toledo's long list of victories. Added to the other valuable information is a list of the world's track automobile records. Altogether it is the most complete book of the kind that has been turned out. Copies can be had upon application to the Pope Manufacturing Company, Broadway and Fifty-fifth street, New York.

New shoots and branches are being put forth continually by the Diamond Rubber Company. Its latest offshoot is a new store at Atlanta, Ga., where a building at 94 North Pryor Street is being remodeled for the company's occupancy, and a store and repair station will be established in charge of a thoroughly experienced force about March 1.

A MILLION dollar company was incorporated at Trenton, N. J., last week, under the name of the Commercial Electric Vehicle Company. Its objects are stated to be the manufacture of vehicles of all kinds. The incorporators are Dwight W. Bowles, Thomas P. Ford and Frank D. Dade.

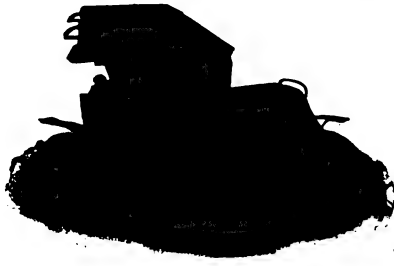
WASHINGTON, D. C., dealers have a grievance. They are seeking to have the District of Columbia laws, which prohibit the storage of more than fifty gallons of gasoline on any premises, amended so as to permit 100 or 120 gallons to be stored. They claim that there would be less danger if the change were made, as there would be less frequent filling of the tanks, and therefore less danger of accident.

The present regulations, however, give the Commissioners authority, in their discretion, to issue special permits for the storage of gasoline in quantities larger than fifty gallons, and it may not be necessary to amend the regulations in the event the Commissioners decide to grant the requests of the automobile proprietors.

AN increase of capital stock from \$500,000 to \$1,100,000 has been made by the Lozier Motor Company.

ALL about National electric storage batteries is told in the "Unit Accumulator" booklet of the National Storage Battery Company, Buffalo, N. Y. The unit accumulator, the National Company's leading battery, is so termed

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THE WORTH OF A CAR

IS best shown by its ability to climb hills. At the hill-climbing contest at Eagle Rock, N. J., last November, in event 10, the \$900 PRESCOTT was but 3-5 seconds behind an \$8,000 French car, and was 10 3-5 seconds ahead of a \$2,500 car.

40 h.p. Decauville (gasoline), 1 m. 37 1-5 sec.

7 1/2 h.p. PRESCOTT (steam), 1 m. 37 3-5 sec.

16 h.p. White (steam), 1 m. 48 sec.

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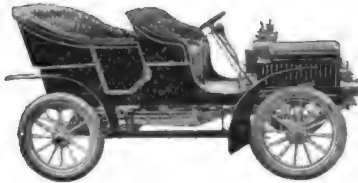
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The most significant feature of the American Automobile situation to-day is the complete triumph of the impulse—every revolution idea, or with two-cylinders, two impulses every revolution, as exemplified in the Elmore.

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The Elmore has the most reliable self-starting engine in the world.

You owe it to yourself to see this car, which will astonish you not only by its fine appearance, but by its excess power and extraordinary control on the high speed.

Send for full line of literature, the booklet illustrating the 6,000 mile trip, our catalogue, the explanation of our engine and the opinions of people who have used our cars all free—or if you wish we will send a 10x12 photograph of the Pathfinder on receipt of 10c. in stamps.

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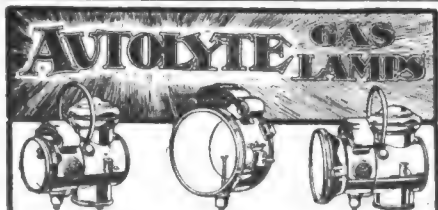
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write to us for booklet of lamps, horns and launch whistles.
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used by Smith. The place will be remodeled
and fitted up as an up-to-date salesroom
and garage. When completed, which will
be by April, there will be storage for thirty
cars, and there will not be a "more agree-
able entrance," or a "brighter or more
roomy" garage within fifteen miles of Sum-
mit. The Ford line will continue to be
handled.

H. H. MUNDY, of the Miller-Mundy Auto-
mobile Co., Utica, N. Y., returned home last
week from Buffalo and Cleveland after plac-
ing orders for 10 carloads of cars. The
makes represented are the Pierce, Pope-
Toledo, Pope-Waverly and Winton.

A RECENT fire in the plant of the Union
Drop Forgings Company, at Chicago, was
cause for reports that the Reo factory would
be short on parts for the prompt finishing of
their orders. Their order was practically
filled before the fire, however.

WITH a capital of \$50,000 the Automobile
Equipment Co., of Detroit, Mich., was in-
corporated last week. The concern will
deal in automobile and gas engine supplies,
its headquarters being at 251 Jefferson ave-
nue. The officers are: President and man-
ager, P. E. Hawley; vice-president, William
F. Cowie; secretary, George E. Hawley,
and treasurer, Sherman L. Depew.

AN increase of capital to \$10,000, full paid,
has been made by The Mathewson Auto-
mobile Co., of Denver, Col., and will be used
to enlarge the concern's business. The
Mathewson Co. has just moved into new
quarters at 1420-22 Court place, said to
be the finest equipped in the west. The line
for 1905 will consist of the Queen, Reo and
Moline, with one car yet to be selected.

THE Locomobile Company of America are
pluming themselves on the success of one
of their 24-hp. cars in the recent New Or-
leans race meet. It captured the free-for-all
event at three miles, winning the Good
Roads Association cup. The car was owned
by Theodore Grunenwald, vice-president of
the Automobile Club of New Orleans, who
is very proud of his victory.

A GOLD medal was awarded the Olds Motor
Works for the cars exhibited at the recent
Turin, Italy, exhibition.

Mention "Automobile Topics" when writing.

Coming Events

At Home

July 15—Touring car contest for Glidden trophy.

Aug. 15 to Oct. 15—Race for W. K. Vanderbilt, Jr., cup.

Show Dates

National Motor Boat and Sportsman's Show, February 21 to March 9.

Buffalo Automobile Show, March 6 to 11.

Boston Importers' Salon, March 11 to 18.

Boston Automobile Show, March 11 to 18.

Washington Automobile Show, March 27 to April 5.

Abroad

March 15—Copenhagen Automobile Exhibition.

March 18-25.—Agricultural Hall Exhibition.

March 10—Tour de France.

April 1 to 16.—Monaco Meeting.

April 14-23—Nice A. C. Meeting.

April (late).—Mediterranean Cup Race.

July 15.—Kiel Fortnight.

July 15—Motor Boat Contest from Calais to London.

July 20 to 25.—Ostend Week: Motor Boat Races.

August 1 to 13.—Paris-to-the-Sea.

August 10.—Gaston Menier Cup Race, Trouville.

August 11.—Drexel Trophy Race, Trouville.

August 10 to 16.—Touring car contest for Herkomer Trophy.

August 15.—Havre regatta.

August 20.—British International Cup Race.

September 11.—British International Cup Race, Arcachon Bay.

September 12-14.—Lucerne Motor Boat Race Meeting.

"A Wild Goose Chase"

Old as Shakespeare, if not coined by him. Has stood for centuries as the characterization of a pursuit likely to end in disappointment

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Such will be the case of he who allows himself to be talked into **UNTRIED TIRES.**

FISK TIRES have been tried by many men in many places, not only by a few trained experts. It is not an experiment. It is an article proven **TRUE** by **PRACTICAL USE.** A novice can take them off and put them on the **FLAT FISK RIM.** Experiments are costly. Don't be taken in. Learn from our booklet about **THE FISK AND ITS FASTENING.**

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SYRACUSE, 423 So. Chilton St.
BUFFALO, 303 Main St.
CLEVELAND 318 Euclid Ave.
DETROIT, 254 Jefferson Ave.
CHICAGO, 1234 Michigan Ave.
ST. LOUIS, 3908 Olive St.
OMAHA, 1116 Farnum St.

KANSAS CITY, 1330 Main St.
MINNEAPOLIS, 704 Hennepin Ave.
DENVER, 1534 Gloucestre St.
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The best recorded achievements have been made on Standard Rims. The reason is easily told—they're the best.

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UTILITY SWITCH For BATTERIES
the UTILITY COMPANY

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STRIKING, ORIGINAL PHOTOGRAPHS
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WE HAVE THEM

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No fear of Snow, Mud, Ice or Sand if you have our Grips at hand.



Cutshows section of Grip which comes in contact with thread, being a smooth, close, round chain.

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Advertisements under this heading will be charged at the rate of 5 cents per word for the first insertion, and 3 cents per word for each subsequent insertion, cash to accompany order.

BARGAIN: 1903 WINTON. PERFECT CONDITION. NEW CYLINDERS, NEW TIRES. BASKETS, LAMPS. TOOLS. \$900 CASH. H. T. ALEXANDER, 17 STATE ST., CITY.

HAVE complete set Harper's Magazine, commencing first volume in 1860 to 1906, perfect, unsolled condition. 109 volumes, value \$2,500. Will exchange for 1904 gasoline tonneau automobile. WILLIAM WELLS, Litchville, North Dakota.

WANTED. The following back numbers of **AUTOMOBILE TOPICS**—Feb. 29, 1902, May 24, 1902, Oct. 18, 1902, July 4, 1903, July 11, 1903, March 26, 1904, April 9, 1904, May 23, 1904, Aug. 6, 1904, Aug. 13, 1904. Address, J. K., care **AUTOMOBILE TOPICS**, 1440 Broadway, New York City.

THIRTY-FIVE to **FIFTY** second-hand machines in stock. Send for descriptive sheet with prices. Haymarket Automobile Station, E. P. Blake, Mgr., 15-21 Hawkins st., Boston. Agents for Jackson Touring Car, Marsh Runabout, Marsh Motor Cycle. Send for catalogs.

WANTED—Catalogues of makers of motor cars and automobiles; also of spare parts. Address Senor Dalmiro Varela, Presidente Automobile Club Argentino, Avenida Alvear, Buenos Aires.

WANTED—Back numbers of **AUTOMOBILE TOPICS**, as follows: Vol. 1, Nos. 1 to 13 inclusive, Vol. 2, Nos. 3, 4, 6, 7, 9, 10, 11, 12, 13, 14, 15. Vol. 4, Nos. 5 and 26. Needed to complete my files. Write if you have copies, and price. Address Motorist, care **AUTOMOBILE TOPICS**.

WANTED—Chauffeur, licensed machinist wants situation. Fontan, care **AUTOMOBILE TOPICS**.

FOR SALE. A very fine 14 H. P. Renault, 1903. Address, H. P., 1684 Broadway.

BANKRUPT SALE OF MACHINERY.

The Trustee of Gibbs Engineering & Manufacturing Co., Bankrupt, will sell at public auction at the factory at Glensdale, Queens Co., N. Y. City, on Tuesday, March 7th, 1905, at 10 A. M., all the machinery, tools, automobiles, trucks, tractor trains, electrical appliances, motors and unfinished parts, etc., valued at \$100,000. Catalogues and permits to examine property may be had of Cary B. Fish, Trustee. KENNESON, EMLEY & RUBIN, Attorneys for Trustee, 15 William Street, New York City.

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SPEED TABLE

USEFUL FOR AUTO RACES

The fraction of the second is always reckoned at the $\frac{1}{2}$ above the actual fraction.
The fraction of the foot is reckoned at the nearest $\frac{1}{4}$.

		Per Mile.	Per Second.			Per Mile.	Per Second.
8 miles per hour equals	7 m. 30 s.		11 $\frac{1}{2}$ ft.	58 miles per hour equals	1 m. 2 $\frac{1}{2}$ s.		84 $\frac{1}{4}$ ft.
15 " "	4 m.		22 ft.	59 " "	1 m. 1 $\frac{1}{2}$ s.		86 $\frac{1}{4}$ ft.
16 " "	3 m. 45 s.		23 $\frac{1}{2}$ ft.	60 " "	1 m.		88 ft.
17 " "	3 m. 31 $\frac{1}{2}$ s.		25 ft.	61 " "	59 s.		89 $\frac{1}{2}$ ft.
18 " "	3 m. 20 s.		26 $\frac{1}{2}$ ft.	62 " "	58 $\frac{1}{2}$ s.		90 $\frac{1}{2}$ ft.
19 " "	3 m. 9 $\frac{1}{2}$ s.		28 ft.	63 " "	57 $\frac{1}{2}$ s.		92 $\frac{1}{2}$ ft.
20 " "	3 m.		29 $\frac{1}{2}$ ft.	64 " "	56 $\frac{1}{2}$ s.		94 ft.
21 " "	2 m. 51 $\frac{1}{2}$ s.		31 ft.	65 " "	55 $\frac{1}{2}$ s.		95 $\frac{1}{2}$ ft.
22 " "	2 m. 43 $\frac{1}{2}$ s.		32 $\frac{1}{2}$ ft.	66 " "	54 $\frac{1}{2}$ s.		96 $\frac{1}{2}$ ft.
23 " "	2 m. 36 $\frac{1}{2}$ s.		33 $\frac{1}{2}$ ft.	67 " "	53 $\frac{1}{2}$ s.		98 $\frac{1}{4}$ ft.
24 " "	2 m. 30 s.		35 $\frac{1}{4}$ ft.	68 " "	53 s.		99 $\frac{1}{2}$ ft.
25 " "	2 m. 24 s.		36 $\frac{1}{4}$ ft.	69 " "	52 $\frac{1}{2}$ s.		101 $\frac{1}{4}$ ft.
26 " "	2 m. 18 $\frac{1}{2}$ s.		38 $\frac{1}{4}$ ft.	70 " "	51 $\frac{1}{2}$ s.		103 ft.
27 " "	2 m. 13 $\frac{1}{2}$ s.		39 $\frac{1}{4}$ ft.	71 " "	50 $\frac{1}{2}$ s.		104 $\frac{1}{2}$ ft.
28 " "	2 m. 8 $\frac{1}{2}$ s.		41 ft.	72 " "	50 s.		106 $\frac{1}{4}$ ft.
29 " "	2 m. 4 $\frac{1}{2}$ s.		42 $\frac{1}{2}$ ft.	73 " "	49 $\frac{1}{2}$ s.		106 $\frac{1}{4}$ ft.
30 " "	2 m.		44 ft.	74 " "	48 $\frac{1}{2}$ s.		108 $\frac{1}{4}$ ft.
31 " "	1 m. 56 $\frac{1}{2}$ s.		45 $\frac{1}{2}$ ft.	75 " "	48 s.		110 ft.
32 " "	1 m. 52 $\frac{1}{2}$ s.		46 $\frac{1}{2}$ ft.	76 " "	47 $\frac{1}{2}$ s.		111 $\frac{1}{2}$ ft.
33 " "	1 m. 49 $\frac{1}{2}$ s.		48 $\frac{1}{2}$ ft.	77 " "	46 $\frac{1}{2}$ s.		112 $\frac{1}{2}$ ft.
34 " "	1 m. 45 $\frac{1}{2}$ s.		50 ft.	78 " "	46 $\frac{1}{2}$ s.		114 $\frac{1}{4}$ ft.
35 " "	1 m. 42 $\frac{1}{2}$ s.		51 $\frac{1}{4}$ ft.	79 " "	45 $\frac{1}{2}$ s.		115 $\frac{1}{4}$ ft.
36 " "	1 m. 40 s.		52 $\frac{1}{4}$ ft.	80 " "	45 s.		117 $\frac{1}{4}$ ft.
37 " "	1 m. 37 $\frac{1}{2}$ s.		54 ft.	81 " "	44 $\frac{1}{2}$ s.		119 ft.
38 " "	1 m. 34 $\frac{1}{2}$ s.		55 $\frac{1}{4}$ ft.	82 " "	43 $\frac{1}{2}$ s.		120 $\frac{1}{2}$ ft.
39 " "	1 m. 32 $\frac{1}{2}$ s.		57 $\frac{1}{4}$ ft.	83 " "	43 $\frac{1}{2}$ s.		121 $\frac{1}{4}$ ft.
40 " "	1 m. 30 s.		58 $\frac{1}{2}$ ft.	84 " "	43 s.		122 $\frac{1}{4}$ ft.
41 " "	1 m. 27 $\frac{1}{2}$ s.		60 $\frac{1}{4}$ ft.	85 " "	42 $\frac{1}{2}$ s.		124 $\frac{1}{2}$ ft.
42 " "	1 m. 25 $\frac{1}{2}$ s.		61 $\frac{1}{2}$ ft.	86 " "	42 s.		126 $\frac{1}{4}$ ft.
43 " "	1 m. 23 $\frac{1}{2}$ s.		63 $\frac{1}{4}$ ft.	87 " "	41 $\frac{1}{2}$ s.		127 $\frac{1}{2}$ ft.
44 " "	1 m. 21 $\frac{1}{2}$ s.		64 $\frac{1}{2}$ ft.	88 " "	41 s.		128 $\frac{1}{4}$ ft.
45 " "	1 m. 20 s.		66 ft.	89 " "	40 $\frac{1}{2}$ s.		130 $\frac{1}{4}$ ft.
46 " "	1 m. 18 $\frac{1}{2}$ s.		67 $\frac{1}{2}$ ft.	90 " "	40 s.		132 ft.
47 " "	1 m. 16 $\frac{1}{2}$ s.		69 ft.	91 " "	39 $\frac{1}{2}$ s.		133 $\frac{1}{2}$ ft.
48 " "	1 m. 15 s.		70 $\frac{1}{2}$ ft.	92 " "	39 $\frac{1}{2}$ s.		134 $\frac{1}{4}$ ft.
49 " "	1 m. 13 $\frac{1}{2}$ s.		71 $\frac{1}{4}$ ft.	93 " "	38 $\frac{1}{2}$ s.		136 ft.
50 " "	1 m. 12 s.		73 $\frac{1}{4}$ ft.	94 " "	38 $\frac{1}{2}$ s.		137 $\frac{1}{2}$ ft.
51 " "	1 m. 10 $\frac{1}{2}$ s.		74 $\frac{1}{4}$ ft.	95 " "	38 s.		139 ft.
52 " "	1 m. 9 $\frac{1}{2}$ s.		76 $\frac{1}{4}$ ft.	96 " "	37 $\frac{1}{2}$ s.		140 $\frac{1}{2}$ ft.
53 " "	1 m. 7 $\frac{1}{2}$ s.		78 ft.	97 " "	37 $\frac{1}{2}$ s.		142 ft.
54 " "	1 m. 6 $\frac{1}{2}$ s.		79 $\frac{1}{4}$ ft.	98 " "	36 $\frac{1}{2}$ s.		143 $\frac{1}{2}$ ft.
55 " "	1 m. 5 $\frac{1}{2}$ s.		81 ft.	99 " "	36 $\frac{1}{2}$ s.		145 ft.
56 " "	1 m. 4 $\frac{1}{2}$ s.		82 $\frac{1}{4}$ ft.	100 " "	36 s.		146 $\frac{1}{2}$ ft.
57 " "	1 m. 3 $\frac{1}{2}$ s.		83 $\frac{1}{2}$ ft.				

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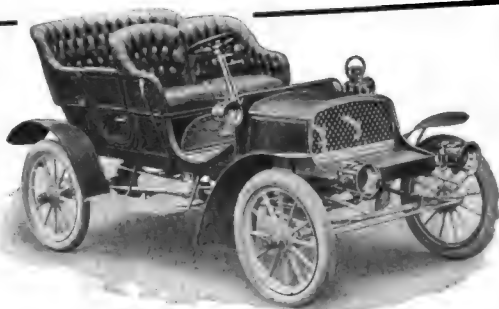
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\$4000.00

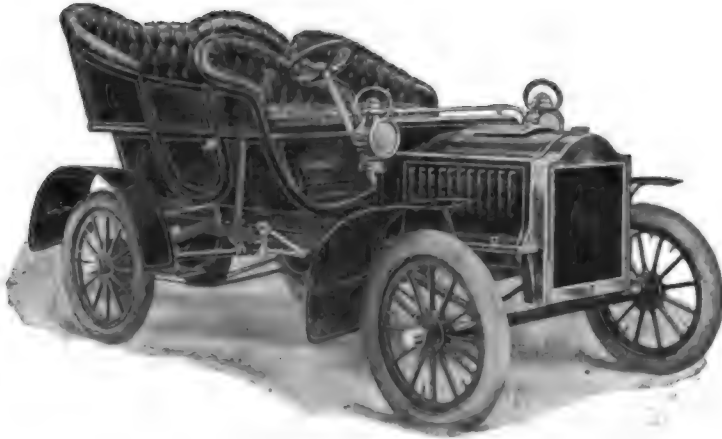
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Member of A. L. A. M.

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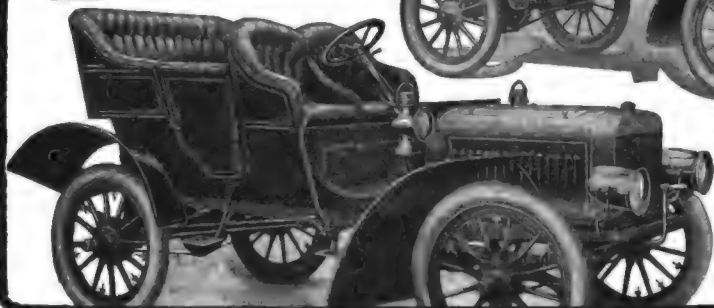


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Removable rear entrance tonneau, double opposed motor.

Model B, \$2,000
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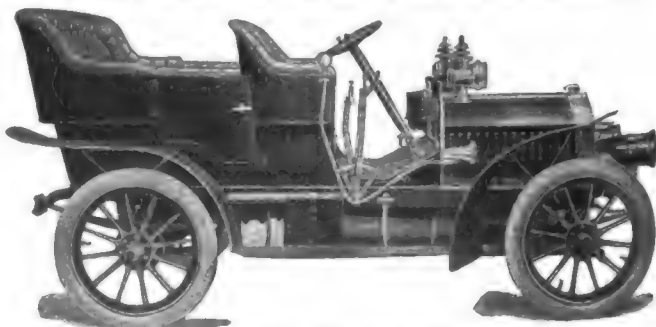
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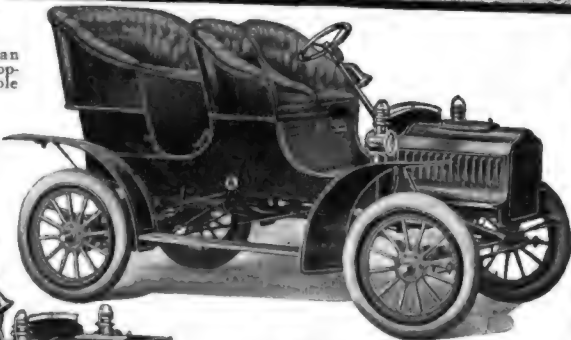
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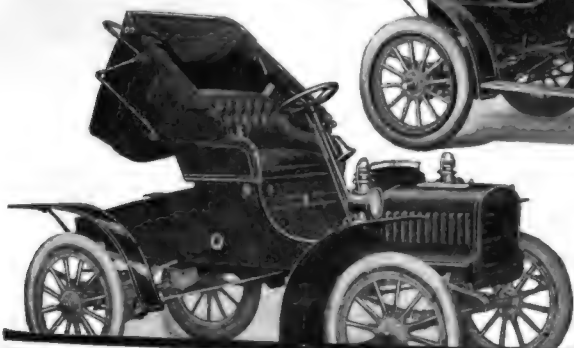
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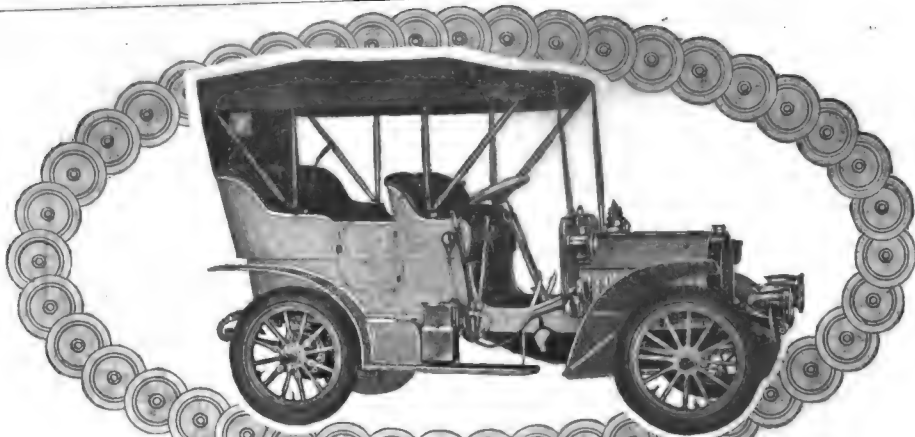
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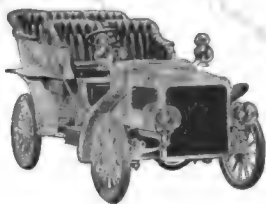
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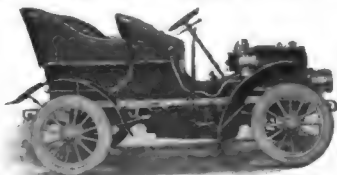
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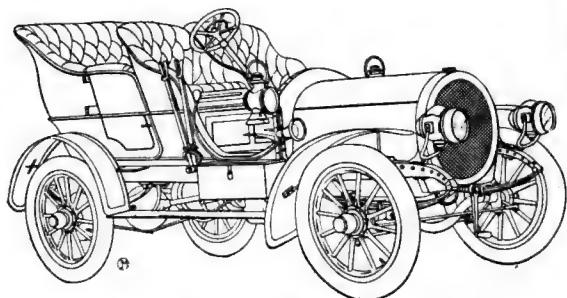
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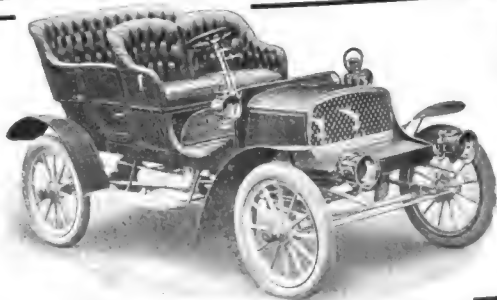
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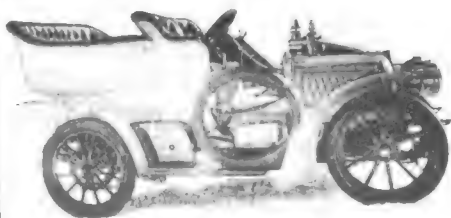
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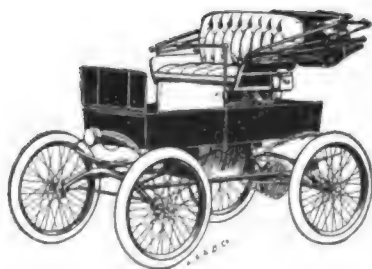
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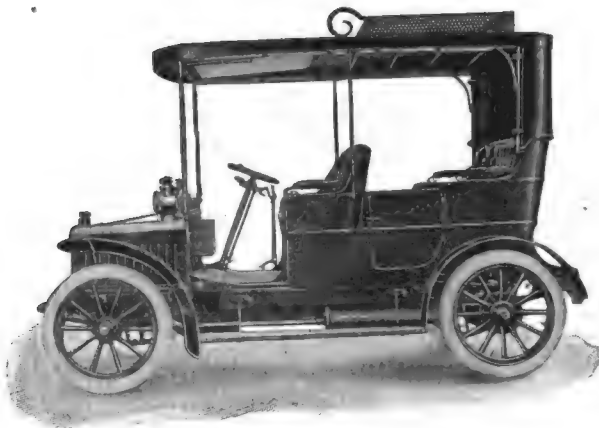
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Next week a short talk on MICHELIN Inner Tubes.

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Automobile Topics

Illustrated

VOL. IX.

MARCH 11, 1905.

NO. 22

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AT THE TESTIMONIAL LUNCHEON TO CHAMPION M. W. FLETCHER

Automobile Topics

Illustrated.

VOL. IX.

MARCH 11, 1905.

No. 22



It appears that the automobilists, by united, firm, yet politic efforts are to be successful this year in both New York and New Jersey in frustrating attempts to have more pernicious laws enacted. This is sufficient cause for rejoicing among users of motor cars all the spring. The successful opposition to the menacing bills has been made by the clubs and the organized automobilists.

Theirs has been the work and worry and expense, yet the result will be a boon to all. In reflecting upon this fact, every automobile user who is not a member of a club, or a national organization, should feel shame. He is reaping benefits undeserved. Every automobilist who feels pleased with the checking of mischievous legislation that has been achieved should hasten to join some association in order to lend his moral and financial support to the organizations that are protecting his interests. It must be remembered that in numerical strength alone there is moral power. Much of what has been done has been possible because the organization could go before the legislators and say: "We represent so and so many." In these days all automobilists should be organized.

In reflecting upon the work the organized automobilists have done in preventing unjust legislation, there comes a thought more gladdening than any relating to the immediate relief obtained. It is the thought that the success of the automobilists is a sign of the changing times. The influence of the motor car and its users is increasing, and the prejudice against it is beginning to melt. At the first of this year **AUTOMOBILE TOPICS** predicted that the transitional period of the motor car, from an object of obloquy to one of tolerance, was at hand, and there would be less oppressive legislation.

AUTOMOBILE TOPICS

SMALL signs indicating progress by the automobile toward a more tolerable position in public regard have been pointed out repeatedly by AUTOMOBILE TOPICS, in order to instil hope and a philosophy of patience. These signs are multiplying, and there are prospects of the motor car yet being an object of favoritism among the vehicles of the highway. The kernel of this idea was ably exploited by Mr. Niles before the Automobile Club of America the other night. He pointed out that the bicycle now is especially favored. It runs about without lights. It travels at any speed, it is carried free by railroads, it has special paths for travel, it "butts in" everywhere, and pedestrians even make way for it on the sidewalks. Yet only a few years bicyclists were more persecuted than automobilists ever were. They were kept out of parks, off the roads and off the sidewalks, were arrested, slashed at with whips by horsemen, stoned and abused in every conceivable way. In view of this, automobilists surely should possess their souls with patience.

IN glancing over the career of the bicycle it is suggested that this history is not employed to the extent it should be in arguments before law-makers. It is as if the automobilists were afraid to liken themselves to bicyclists, or compare their vehicles with bicycles. Yet the argument in this recent history is more potent than any general allusions to the opposition that was made to railroads, steamboats, and other inventions, because what the bicycle has passed through is known to all those of the present generation, and the folly of their attitude toward it is yet fresh in the minds of legislators. By reminding them of this error of recent date in dealing with new vehicles, there is more to be gained than there has been.

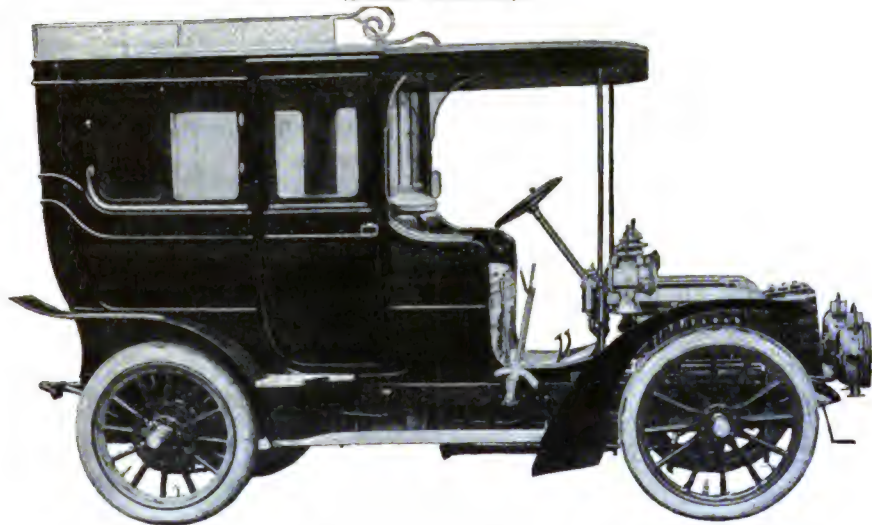
AT the recent meeting of the racing board of the American Automobile Association, when the blank reservation of dates was granted to the Florida East Coast Automobile Association, the only person present who was mixed up in the Florida racing mess, and the only member of the incompetent organization of Daytona present, was Secretary C. H. Gillette. Since then Mr. Gillette has sent out a personal "explanation" of the racing board's action. It is couched in the first person singular, yet signed by Mr. Gillette as secretary. It seems rather pitiful that the criticisms passed by AUTOMOBILE TOPICS concerning the personal bias of A. A. A. officials should be thus so vulgarly confirmed.

IN explanation of the racing board's favoritism toward the Florida East Coast Automobile Association it is said that it is an old organization and has erected a club house and officials' stand; that it was first to apply for a sanction, and that it is a member of the A. A. A. A few facts should be added to this head-dress of feathers. The Florida East Coast Automobile Association has not paid for its club house. It had no money wherewith to buy prizes and finance the last races, and this had to be done by others. Regarding the priority of application, the Ormond Association disputes the claim of the Daytona men, claiming its written application was the first put in. As members of the Florida E. C. A. A. are members of the A. A. A. racing board, however, a verbal application made



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First Section—Chicago to Pontiac

THE run from Chicago to Pontiac, Ill., while only 91 miles, is a peculiar one over the dirt roads. Should the season be a rainy one, the dreaded black mud country of northern Illinois and its mud will do much to retard the time of the trip. On the other hand, should the season prove to be a dry one, the roads, while exceedingly dusty, will make as fine a day's touring as could be asked for. Joliet, forty miles from Chicago, is, however, suggested as a noon stop for the tourist who starts on the run early in the morning.

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Turn left, following highway to

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Continue south to

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Bear right on highway to

DOWNER'S GROVE (28 miles).

Straight ahead to

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Straight ahead on highway to

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road to

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Turn right, follow highway to

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Turn left (south), and follow high-
way direct to

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Alton Railroad through Odell to

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Turn right, then left, crossing rail-
road, then right direct to

PONTIAC (97 miles).

Chicago to St. Louis

First Section

Chicago to Pontiac

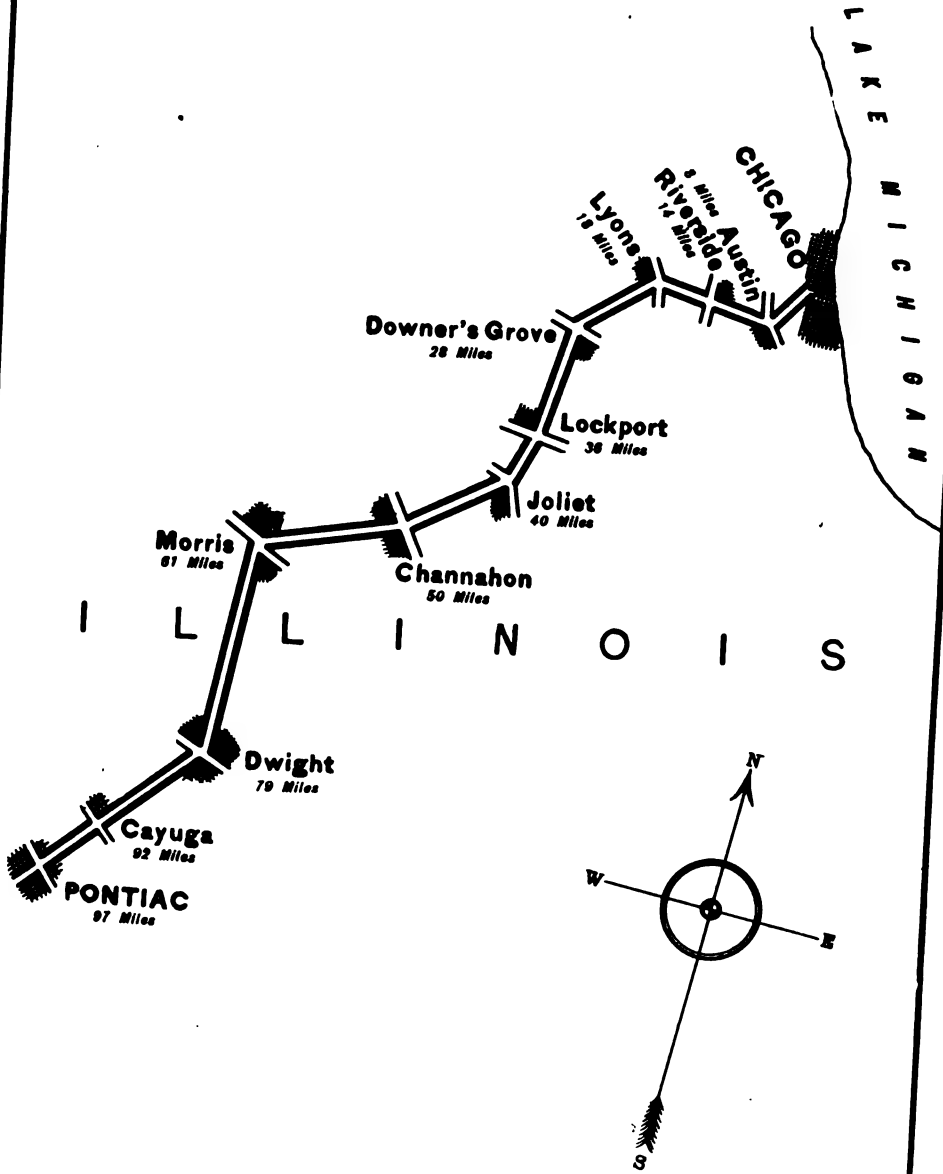


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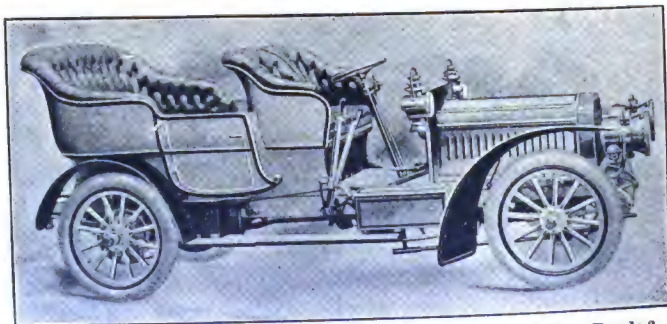
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by one man to himself, Pooh-Bah fashion might be construed into priority. Another fact is that the men of the Ormond Association, now being ignored by the racing board, were the originators of the meet, and have always been the financiers of it, and the ones who made it a success.

THERE is no need for controversy or worry over the Florida racing matters. When the time comes, the right men will be found in the right place, the men of ability and means will go forward with a successful meet, and they will have the needed support. There probably will be no clash of dates.

IN a New York police court, last week, there appeared before the magistrate an automobilist and a horseman as prisoners. Both had been arrested on the same street, at the same time, for exceeding the speed limit. The horseman was arrested first (the policeman said he was driving his horse at thirty miles an hour), and the automobilist was arrested because the horseman told the policeman he should be. The magistrate fined the horseman \$2, which he paid, and was set free. The automobilist was held under bail for special sessions, and later was fined \$25. That's all.

RATHER a good story was told on himself by Thomas Moore, of the American De Dietrich Company, at the testimonial dinner to H. W. Fletcher, last Saturday, about the time when he was "breaking into the automobile game." It was ridiculous and laughable, but one is struck, nevertheless, by the fact that the rough and ready formula of "add twenty," which brought him to grief, is one that will hit pretty near the truth as a general thing. According to Mr. Moore, he was taking his first lesson in how to talk automobile to customers, and among other things he asked: "How do you tell how fast a car can travel after you know its horse power?" His tutor responded: "Just add twenty. If it has a 10-hp. engine, the car will go thirty miles an hour. If a car has a 40-hp. engine, why forty plus twenty equals sixty, or sixty miles an hour. So on it goes up to 80 hp., when by adding twenty you know it will do one hundred miles an hour." Mr. Moore applied this formula with success for a few days, and then a customer inquired about the De Dietrich boat that was then on its way from St. Louis to the motor boat show in New York. "How big an engine has it?" the customer asked. "Thirty horse power," replied Mr. Moore. "How fast will it go?" was the next query, and pausing only long enough to say mentally "thirty and twenty are fifty," Mr. Moore exclaimed with great confidence, "Fifty miles an hour!"

A MEETING of the governors of the American Automobile Association is being held as TOPICS goes to press (Thursday afternoon), at which a new chairman of the racing board is to be appointed. It is known that neither H. L. Bowden, nor E. R. Thomas will be the man. On Thursday morning no decision had been reached. A possible selection is Robert Lee Morrell, a wealthy New York lawyer and prominent member of the Automobile Club of America. He has the ability for the office and some leisure, and it is hoped that he will accept.

New Jersey's Law Successfully Opposed

COMPLETE success is promised to the efforts of the automobilists of New York and New Jersey who went to Trenton, N. J., on Tuesday of this week to oppose the drastic Scovel amendments to the Scovel bill, which were summarized in AUTOMOBILE TOPICS last week. The opposition to the bill has been tremendous and on Wednesday the prospect was that the bill would never come out of the committee room.

The amendments aroused a hornet's nest, figuratively, and not only on last Tuesday, but for a week previous the preponderance of the mail to Governor Stokes consisted of protests against this law from manufacturers, from hotel managers, from garage owners and from automobilists all over the State. Real estate dealers also joined in the opposition and stated specifically that the suppression of the automobile and automobilists would set back a tide which is beginning to flow into New Jersey in the way of investors in suburbs and New Jersey real estate.

Probably no bill ever introduced in the East has met with the storm of protest aroused by the amendments proposed which gave the right to any constable or peace officer to arrest on sight any occupant of an automobile in case the officer thinks the automobile is exceeding a speed limit or in case a lamp number has dropped off or in case of any minor infractions of the detail of the automobile law.

On Tuesday hundreds of automobilists were on hand to plead their cause before the committee of five in whose hands the bill was for consideration. W. E. Scarritt made the principal oration of the day, and what he said evidently made a profound impression. The cause of the automobilists was aided also by the impetuous violence of Senator Martin, who said that no one should be blamed for shooting at a speeding automobilist. James B. Dill made a hit, which provoked laughter from both the opponents and adherents of the bill, by saying that ex-Governor Murphy had already given a strong argument in favor of liberal automobile laws. It was ex-Governor Murphy who, just on retiring from office, advocated the adoption of a law prohibiting motor cars in the State able to go over twenty miles an hour.

"And yet," said Mr. Dill, ex-Governor Murphy has lately purchased a 40-hp. French car, which at fourth speed cannot go slower than forty-five miles an hour."

"The car was bought by the Governor's son," corrected a member.

"Well, I happen to know," retorted Mr. Dill, "that while the car may have been bought for the Governor's son, it was paid for by ex-Governor Murphy himself."

"Yes, that's true," explained another listener, "for the check passed through my bank."

Frederick R. Pratt, president of the New Jersey Club, was the leader of all the delegations, and every county in the State was represented. Among the speakers were: Emerson Brooks, of New York; B. M. Shanley, of Newark; and W. S. Rendell, of Burlington, representing the American Motor League. The Scovel amendments limit the speed of automobiles to twenty miles an hour, require a license fee of \$5, instead of \$1; provide that only the New Jersey num-

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ber of the licensed owner be displayed on both the front and rear of the car, and permit arrest at sight and without a warrant.

W. F. Sadler, of the Mercer County Automobile Club, opened the hearing for the visitors and introduced the speakers. He told of the large interests involved in the automobile business, representing a capital investment of about \$4,000,000 for manufacturing and \$3,000,000 for garages. The licensed machines he estimated at \$16,000,000. He urged that these vast interests be not interfered with.

Secretary Franklin Dye, of the State Board of Agriculture, said the farmers were not opposed to all automobilists, but only to those who had no regard for the law. He suggested that a committee of agriculturists and another of automobilists should get together and devise a law which would work amicably for the interests of both classes.

Colonel Edwards of West Orange, representing the Road Horse Association of New Jersey, made a vigorous speech in favor of the amendments, and said that the present law, as a preventive measure, was no good. He held that the arrest without warrant was already permitted for burglary and fast driving.

Winthrop E. Scarritt, of East Orange, spoke against the amendments. It was a grave question, in his opinion, whether any special automobile legislation was constitutional. He said:

"Why should we be singled out of the community and put into the criminal class, with a conspicuous number attached to our vehicles? The 'motorphobic' replies: 'You put yourselves in the criminal class when you drive your car in excess of the legal limit.'"

The proposition made by Mr. Denise was agreed to by Mr. Dill that a committee of three from each side should be appointed to confer with the Municipal Corporations Committee to agree on a bill. This will be done.

Colonel Edwards, who said he represented the road drivers of Newark, and favored the bill, was unknown to another Newark horseman present, who said that the sentiments expressed by Colonel Edwards were not those of the Newark association. The Road Horse Association of Newark is now negotiating with the New Jersey Automobile and Motor Club for the sharing of a club house by both organizations.

That the work of the automobilists at Trenton was effective became plain on Wednesday, when a telegram was received in New York saying that the committee stood four to one against reporting the amendments.

Drastic New York Bills Probably Dead

WORD from Albany was received in New York on Wednesday to the effect that the opposition of automobilists to the obnoxious Saxe bill has probably been successful, that the bill was then still in the committee room and probably never would come out. The other offensive bills in New York, also, are reported to be dead or dying.

Testimonial to Champion Fletcher

FOR a frontispiece this week *AUTOMOBILE TOPICS* has the picture of an interesting group that attended the luncheon in honor of H. W. Fletcher on Saturday last. It was a representative company of about seventy-five racing enthusiasts, newspaper men and sportsmen, and the festival was worthy of its occasion.

The luncheon was arranged by the new De Dietrich Company, American Branch, and was presided over by Baron Frederick de Turckheim and Baron R. de Brou, while Thomas Moore, salesman and publicity manager, was toastmaster. Above the main table were draped the American and German flags, but there were cheers in welcome to the sentiment expressed by one speaker that there are no nationalities in automobile racing, but that all of it is for the glory of the sport and industry. The menu cards had on them the great performances of Fletcher with the 80-hp. De Dietrich car of O. F. Thomas, in Florida and Cuba, which the assemblage was called to celebrate—one hundred miles in 2 hours, 18 minutes, 24 seconds; fifty miles in 38 minutes, 51 seconds; and one mile on the road (standing start) in 45 seconds.

The scene was laid in the New York quarters of the De Dietrich Company, at 1 West Thirty-fourth street, and a delightful repast was served. The speeches that followed were neither many or lengthy, but the atmosphere was charged with the spirit of enthusiasm and good fellowship.

As toastmaster, Mr. Moore was particularly felicitous in his remarks, and dropped many gems of humor. Toasts were drunk to President Roosevelt, and silent ones to the memories of Frank Croker and Frederick La Roche. Baron Turckheim very briefly bade the guests welcome, and declared the purpose of the De Dietrich Company to foster honest sport, and Manager de Brou added a few similar sentiments.

Fletcher went at the task of making a speech manfully, and came out with colors flying. After expressing his thankfulness to Mr. Thomas for the confidence expressed in giving him a free hand and sending him alone to Florida and Cuba, and to the De Dietrich Company for so good a car, Fletcher made a great hit by adding:

"I thank also my father, an old English army officer, for putting into me the necessary nerve."

J. C. Wetmore gave an interesting talk on Cuba and the racing prospects there, which he declared were the finest in the world. H. C. Palmer read an ode to Fletcher, composed by Mr. Palmer on the subway. E. E. Schwarzkopf pointed out the fact that the car driven by Fletcher was the same one used by Gabriel in the Vanderbilt cup race, which contest Gabriel did not finish, and that it required an American driver to take the same car and win the Vanderbilt cup and establish new records. Mr. Schwarzkopf proposed a toast to W. K. Vanderbilt, Jr., which was drunk amid cheering. Other speakers were J. C. Young, of the Madison Square Garden Company; J. A. H. Dressel, of the Sportsman's Exhibition Company; Alfred Reeves and E. T. Horsey, of the Continental Tire Company, who presented Fletcher with three medals for his performances.

Secretary Gillette Explains

A CLEAR and much better explanation of the action of the racing board of the American Automobile Association relative to the sanctions for races on the Florida beach than was offered verbally and offhand after the recent meeting of the board, was sent out early this week, signed by Secretary C. H. Gillette, of the A. A. A. The statement reads as follows:

"In connection with the action of the racing board of the American Automobile Association, in granting a reservation of dates to the Florida East Coast Automobile Association for the meet next year, there has been some criticism and several statements to the effect that this reservation was granted for the sole reason that the Florida East Coast Automobile Association was a member of the American Automobile Association. In justice to all concerned, it seems to me that publicity should be given to the following explanation:

"The racing board, at a recent meeting, had before it two applications for sanction for a week's racing on the Ormond-Daytona beach for conflicting dates. In rendering a decision, the board considered these points, almost the least of which was the fact that the Florida East Coast Automobile Association was a member of the A. A. A. (1) The application for sanction from the F. E. C. A. A. was the first received, and as such was entitled to first consideration; (2) the F. E. C. A. A. was the older organization, and although some criticism had attached to the conduct of this year's meet, it nevertheless was entitled to consideration as being an association composed of individual sportsmen interested in the success of the meet in Florida to the extent of putting up a club house, erecting suitable stands for the accommodation of officials and spectators, surveying the course, and in numberless other ways showing a sportsmanlike interest rather than a mercenary one in the success of the meet; (3) the F. E. C. A. A. for nearly three years had been a loyal member and supporter of the A. A. A., and as such was entitled to consideration.

"I submit the above simply as showing that there were three considerations instead of one that led the racing board to grant a reservation of date to the F. E. C. A. A. Any one of the three would warrant the board in granting a reservation, particularly as such a reservation need not necessarily mean a refusal of a reservation to the Ormond Racing Association. The F. E. C. A. A. has simply been given precedence, and no action whatever has been taken regarding the application of the other organization. No injustice has been done either to the F. E. C. A. A. or the Racing Association, and none will be done."

ACCORDING to the statistics drawn up by M. Lucien Perisse, 14 per cent. of the gasoline cars shown at the Paris Salon were cooled on the natural thermo-syphon system, the remaining 86 per cent. having pump circulation. Only 8 per cent. of the pumps were driven by friction off the fly-wheel. As regards radiators, 53 per cent. were of the honeycomb type, and 47 per cent. of the ribbed tube variety. Four-fifths of the cars on view were provided with fans to draw a current of air through the radiators, the proportion of fans being: 70 per cent. behind the radiator, 20 per cent. fly-wheel fans, and 10 per cent. both systems combined.

W. W. Niles Advocates Elastic Law

AN interesting evening was passed on Tuesday at the Automobile Club of America, when the subject of automobile laws was up for discussion.

A paper was first read by W. W. Niles, counsel of the club.

Mr. Niles said that since the speed laws went into effect he had been called upon to defend many automobilists and had had some personal experience. He said that the most illogical feature of any laws is that which sets a fixed limit of speed, because a person meaning to be law abiding may unwittingly violate the law when running down hill. He suggested that in place of the inflexible law there should be one making it a misdemeanor for any one to drive at a reckless speed and endanger others. Under such a law the penalties might be increased, he said.

In the opinion of Mr. Niles there are now too many statute laws, and there are and have been sufficient provisions in the statutes against reckless driving without any special enactments for automobilists. He then called attention to certain sections of the Penal Code, particularly that relating to assault, and cited that a menace constitutes an assault and has been so held by the Supreme Court in a case where the driver of one vehicle attempted to run into another, and although he did not actually hit the other vehicle the menace was held to be an assault. Similarly, it was argued, it might be held to be an assault when an automobile was running toward a person or vehicle in a menacing manner.

Mr. Niles said that in most cases the courts treat automobilists as being on the same terms at law with other highway users and recommended that the automobilists should not attempt to test the constitutionality of the special statutes relating to motor cars, and to have it overthrown on the ground of being class legislation. He said that there is no specific provision in the Constitution against class legislation and that in his opinion the law providing for the licensing of motor cars is not unconstitutional.

Mr. Niles had considerable fun in discussing the various situations that arise through arrests for violation of the speed laws and commented upon the unanimity with which officers will agree that an offender was traveling at a stated pace, a unanimity that amounted to conviction—of the prisoner.

He recommended for the automobilists as a general policy that expressed by the old flag and motto of South Carolina, showing a rattlesnake coiled, with the motto: "Don't tread on me." He said that automobilists should be very meek and quiet unless trod upon or imposed upon, and they should then resent it in a very lively and effective manner.

Following Mr. Niles's address there was a discussion with questioning of the lecturer. In the course of this it was brought out very emphatically that the club's counsel advocates that sufficient law is now found in the general highway statute which provides that no automobilist shall drive at a rate of speed which endangers the life or limb of any person or endangers any property. Automobilists should struggle until only this provision remains on the statute books, he argued, because such an elastic provision is the only sensible and practical one.

A. R. Shattuck said that most of the troubles of automobilists is due to the

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fact that all do not drive with judgment and discretion. As one cannot tell what a horse or a person is going to do, a car in the city streets should always be driven so carefully as to be under perfect control, and under such circumstances it is not in accord with good judgment and discretion to drive a car as fast as the law allows, he said. On the other hand, good judgment and discretion will permit of faster driving on open, straight roads than the law allows.

In city streets especially, Mr. Shattuck said, judgment and care should be exercised, because the automobile is an insidious vehicle, and it is often going faster than its driver thinks it is. He added that most of the adverse legislation is due to the lack of judgment with which motor cars are driven in cities and villages

E. H. Cutler, President of N. A. A. M.

WINDSOR T. WHITE, who did not want to serve again as president of the National Association of Automobile Manufacturers, but seemed in a fair way to be forced into the office, is now out of it. He has been let off, and E. H. Cutler elected to the presidency in his place.

It will be remembered that when the new executive committee met to elect officers, in January, Mr. White was nominated for re-election. He declined, and thereupon the meeting adjourned until March, thus compelling Mr. White to retain office as a hold-over.

The March meeting was held on Wednesday of this week, and the following officers elected:

President, E. H. Cutler, of the Knox Automobile Company; first vice-president, George W. Bennett, of T. B. Jeffery & Co.; second vice-president, A. L. Pope, of the Pope Motor Car Company; third vice-president, S. D. Waldron, of the Packard Motor Car Company; treasurer, W. R. Innis, of the Studebaker Automobile Company; secretary, Percy Owen, of the Winton Motor Carriage Company.

There were twelve members present at the meeting, and the show question was brought up and discussed, but was laid on the table until the new officers should appoint committees.

The report of the treasurer showed that the New York and Chicago shows had each yielded to the association something over \$16,000. The proposal to hold a joint parts and commercial vehicle show early in the fall was taken up for final action, and was decided adversely.

Mr. Chapin made a report on the progress of the Brownlow bill, in the interests of which a bureau has been established in Washington. The efforts of the bureau are being devoted largely to the press, agents, and users of automobiles. A petition will be presented at the next session of Congress, when it is hoped the bill will be reached.

The Wayne Automobile Company, of Detroit, Mich., and the Buick Motor Company, of Flint, Mich., were admitted to membership.

A Great Highway Speed Course

AN organization has been formed, money subscribed, land purchased, and plans drawn for a twenty-mile speedway and race course on private land in Mercer County, N. J.

It will be located at Pennington, N. J., fifty-three miles from New York, and only eight miles from Trenton, on the line of the Philadelphia & Reading Railroad.

For the development of this enterprise options have been obtained upon five thousand acres of farm land about midway between New York and Philadelphia, and within ten miles of both Trenton and Princeton. The estimated cost of the project, including the purchase of the land and the construction of the speedway, is \$500,000.

The speedway is to cross under or above all intersecting roadways and railroad tracks; it will be enclosed its entire length, and there will be no sharp turns nor obstructions of any kind. It will afford to owners of fast cars the only course in this country upon which they may drive their machines at full speed in perfect safety. For manufacturers it will afford a much needed testing ground for trying out and tuning up high-power machines.

The speedway is not to be built upon level ground for its entire distance. While there will be several long, flat straightaway stretches, ideal for sprint racing, there will also be plenty of easy grades up to six and eight per cent.

The roadway will vary from sixty to one hundred feet in width, and natural road conditions will be provided; that is, good road conditions. The route, which will be irregular, will skirt the villages of Pennington and Titusville and the Delaware River, and will be over an undulating and picturesque country.

The plans include a club house, a garage, building for chauffeurs, a two-mile track for short-distance races, and a grand stand near Pennington. It is proposed to organize a club, the charter members of which will own the real estate and improvements. It is expected that some of the club members and owners of fast machines will build cottages and private garages on the property.

Besides having a permanent speedway course, it is planned to hold long-distance trophy competitions, such as that for the Vanderbilt Cup, and matinee race meets over both the short and long courses. Golf links, tennis courts, and a hotel for members and their friends are to be incidental features.

Among the gentlemen interested in the project are prominent members of the Automobile Club of America, of the Mercer County Automobile Club, and of the Philadelphia Automobile Club. Mr. J. A. Kunkel, of Pennington, is named as the chief organizer of the project. The enterprise is viewed with favor by the clubs named and by the American Automobile Association.

Two new branch houses have just been opened by the G & J Tire Company, one at 43 Columbus avenue, Boston, and the other at 337 Huron street, Cleveland. Herbert Githens will be the manager of the Cleveland branch.

Death of F. A. La Roche

FREDERICK A. LA ROCHE died in the Presbyterian Hospital, New York, early last Saturday morning from cancer of the stomach. Mr. La Roche was in his forty-third year at the time of his death and controlled the American Darracq Company through the F. A. La Roche Company.

The activities of Mr. La Roche will be sadly missed in both the sport and trade. He was an enthusiast in all his undertakings and socially was popular with all. His feat of making the trip from New York to St. Louis and back without stopping the engine of his 15-hp. Darracq, which he accomplished last summer, will be ever memorable. The trip consumed fifteen days, two hours, and was replete with adventure.

Mr. La Roche was born in Germany, but was brought to this country when an infant. For many years he resided in Philadelphia. Funeral services were held on Tuesday at the home of Mr. La Roche's brother-in-law, G. W. Coonman, Jr., 5127 Wakefield street, Germantown, Pa.

Automobile Bills in Massachusetts Legislature

ONE of the bills affecting automobilists, introduced in the Massachusetts Legislature, has been withdrawn. It provided that all vehicles, save farm wagons and others transporting produce, should carry lanterns at night. It was opposed by the automobilists because it was regarded as class legislation.

There are several rather drastic measures being considered by the committee on roads and bridges. One of these requires machines to be geared so that they cannot possibly travel at a faster pace than 14 miles an hour. The enactment of such a bill would work a serious injury to the industry, and is being vigorously fought.

L'Hommedieu's Fanciful Bill

A FANCIFUL bill is that of Senator L'Hommedieu, introduced in the New York State Senate this week. It imposes a tax on automobiles of \$2 for each horse power, to be in lieu of personal taxes. It is expected, in the very unlikely event of its passage, to raise \$400,000 a year. This figures out on a basis of 20,000 automobiles averaging 10 hp. each, an estimate quite within bounds.

"The owners of automobiles are advocates of good roads, and the State is spending large sums for road improvement," Senator L'Hommedieu is quoted as saying. "I think the bill should be supported by automobilists, as in many cases they would have to pay less than they pay now."

TWENTY-FIVE THOUSAND French coachmakers are on strike in Paris, demanding an increase of wages. The strike is threatening to assume serious proportions, and may affect automobile manufacturers through delays in delivering bodies.

Automobile Festivals in Honolulu

IN far away Hawaii, where the months of winter are turned into summer by the climate, the people have shown themselves to be like the rest of the Americans in their interest in the automobile. For its size, the city of Honolulu probably contains as many touring cars, runabouts and other motor vehicles as any town in the United States, as its wide and level streets, and the excellent roads in this part of the territory make the vocation of the chauffeurs a pleasant one.

Among other interesting fêtes, which are held each year in Honolulu, is the annual automobile parade, and in this the decorations of the vehicles vie with those seen at Newport, Saratoga, and in the various displays in California. In the last display of this sort the principal automobile owners of the city took part, and the ladies of Honolulu displayed their ideas of taste and art in the decorations.

The car which won first prize showed the friendliness of the people toward Japan, for it was literally a bit of Japan on wheels. On a framework of bamboo almost as delicate as lace, were arranged the drooping flowers of the wistaria,



A REAL BIT OF JAPAN—FIRST PRIZE

as well as cherry blossoms, and tiny Japanese lanterns, while the ladies in the car were attired as dainty maidens of the Flowery Empire.

The variety of flowers which comes from the Island gardens is so great that the decorators had their choice of many designs. One car represented a study in violets, the purple tint being used not only in the bunches of these blossoms, but in the gowns and hats of the ladies, and even the costume of the chauffeur. Long

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streamers of violet-colored paper were also used in decoration, while attached to the front of the tonneau were two white doves, apparently guided by ribbons of violet silk held by one of the ladies. In contrast to this car was another in which large pink roses were principally used for adornment, the blooms being set in masses of the delicate asparagus fern, which was so profusely used that nearly every portion of the automobile was concealed by it except the lamps.



CHARIOT OF CARNATIONS AND ASTERS—SECOND PRIZE

One of the features of the parade was the appearance of the native Prince David Kawanakoa, who posed as a Chinese vegetable seller, the car which he occupied being decorated with "garden truck," such as is grown on the Islands. The car which won second prize was decorated entirely in red and white carnations and asters, forming one of the most picturesque designs in the parade. Another floral picture which attracted much attention was the ancient coat-of-arms of Hawaii, formed entirely of the Island plant known as Royal Ilima. The front of the tonneau was occupied with the coat-of-arms, while festoons of decorations formed a canopy above the seats and draped the sides of the car as well.

Other motorists used sugar-cane in its various forms, as well as the palm which is so common among the Islands. The prize winners were Captain Robert Graham, C. D. Deering, and Harry Wilder. Mrs. E. M. Boyd and A. A. Young received honorable mention for the beauty of their designs.

This novel auto fête included a sort of dress parade through the principal streets of the city and suburbs, the cars being driven in single file, three and four abreast, and in platoons, under the direction of E. M. Boyd, the chief marshal.

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CHIEF MARSHALL'S CAR—DONE IN SUGAR CANE BLOSSOMS

As might be imagined, practically all of the town turned out to witness the beautiful spectacle, as well as many persons from the States who are spending the winter in the metropolis of the Island territory.

Paris to Have a Sports Exhibition

A MOVEMENT is on foot, headed by the Automobile Club of France, to promote a big sports exhibition in Paris in 1907. The French club has called together a syndicate of the Paris newspapers, and is collaborating with this syndicate to organize a magnificent exhibition. It is proposed that it shall be held on the huge Champ de Mars, in Paris. The following statement was made at the meeting of the club and the press:

"Foreign manufacturers are overtaking us by leaps and bounds, and are making supreme efforts to pass us in the race. They possess that all-important qualification, perseverance, thanks to which they are accomplishing marvels. For this very reason it behooves French constructors to make every effort to prove that their goods are superior to rival produce."

A huge building is to be constructed on the Champ de Mars, in which every section of automobilism will be shown to advantage. A huge dock will be constructed in which motor boats will be floated.

AN English automobilist has rigged up an engine to work a suction milking apparatus for milking cows.

Rupture Over Cup Race Narrowly Averted

IT appears from more complete information regarding the memorable meeting at Paris which settled the Bennett cup race imbroglio, that an amicable result was reached only after a prolonged discussion, which at times was decidedly stormy and bitter. The crisis was reached when one of the German delegates bluntly said that if the Bennett race and the Grand Prix were not separated his club would withdraw from the former. This provoked a fiery retort from Chevalier René de Knyff that the race would be run with or without the German cars, but that the French club would not separate the two contests.

At this point it looked as if the meeting would break up in disorder, especially as a motion to separate the races was put and carried, but an adjournment was taken for luncheon, and when the meeting convened again a compromise resolution was introduced by the French delegates, and carried without opposition.

The conference began at 10.30 a.m. on February 19, and its session was not finished until late in the afternoon. These delegates were present: For the German club, Count Adalbert von Sierpstorff and Herr Loeving-Stoelpling; the Austrian club, Prince von Solm Braunfels and Herr Karl Fasbender; Belgian club, Baron Pierre de Crawhez, Count J. de Liedekerke, and Ph. de Burlet; A. C. G. B. and I., Mr. Julian Orde; French club, Baron de Zuylen, Marquis de Dion, Chevalier René de Knyff, Count R. de Vogue; Swiss club, Baron von Sulzer-Wart; Italian club, Marquis Ferrero di Vintimiglia; American club, Count von Sierpstorff, acting for Mr. Clarence Gray Dinsmore.

Baron de Zuylen, of the French club, presided, and in his opening statement he briefly recited the facts of the situation concerning the Bennett cup. The decision of the French club to incorporate the cup race with that for the Grand Prix was nothing new, and had been done in accordance with previous usage. There were two interests to consider, the sport and the industry, and it was necessary not to neglect either. The French automobile industry had three hundred million francs of business (\$60,000,000) and employed 300,000 workmen.

Count von Sierpstorff then rose and expressed the opinion that France wanted to diminish the importance of the cup contest, fearing checks to the French industry. After accusing the French club of desiring to modify, without authority, the character of the international contest, he said that he carried the mandate of the German club to "claim imperatively the separation of the cup from the Grand Prix." The Chevalier de Knyff and Marquis de Dion replied, the latter especially speaking very plainly. The cup race was originally a secondary contest, he said, and it was the action of foreign countries that had given it false importance; they would return it to its original position, because a contest among clubs having equal representation was of no use from an industrial point of view. Further, it was not possible for the French club to decide against the voice of the French manufacturers. The cup, having become a source of dissension, should be returned to the donor to have new rules prepared transforming the contest into an open race. They had no right, on the simple plea of a question of sport, to compromise the bread of French workmen.

A long discussion followed, in which considerable bitterness was shown. It was then that the German delegate delivered his ultimatum, already referred to,

AUTOMOBILE TOPICS

and de Knyff retorted that the Germans could stay out, but the race would be run regardless of them. At this point Count von Sierpstorff, in the name of Germany and America, proposed—

"That the Grand Prize race of the Automobile Club de France and the Gordon Bennett cup race be run separately, and that the cup race be run this year, whether in France, England, or Belgium."

And for this proposal all the other foreign countries, except Belgium, voted. Belgium, which is excluded from the race this year, on account of an invalid entry, proposed that a new commission be appointed.

Then the commission adjourned for luncheon.

On the face of it, things looked rather queer for a settlement; but after luncheon the French delegates had a private meeting, and when the commission reassembled the foreign delegates were not a little amazed when the Marquis de Dion intimated that the A. C. F., conscious of their strength, and the justice of their case, declared that they would be justified, if they wished it, in imposing their decision on the others, but they had decided to offer a solution, which would be heard from M. de Knyff.

M. de Knyff then proposed that:

"1. The Gordon Bennett race of 1905 be run alone, separated from the Grand Prize contest, and that the latter be run a fortnight later. That it be run according to existing rules, and the supplementary cost be divided among the clubs taking part.

"2. For the 1906 race the delegates of the clubs will consider the modification of the Gordon Bennett cup rules, taking as a basis the importance of the production of each country. The representation will then vary year by year."

All the foreign delegates signed these proposals without demur.

Another French Race Proposed

EVEN before the coup de grace was administered to the Grand Prix race, the French had another race projected. Like the Grand Prix, which was fathered by *L'Auto*, the newest contest is of journalistic origin, *Les Sports* being its sponsor. The race is to be termed "Le Grand Prix de la Republique," and a purse of \$30,000 is to be put up, to be raced for over an eighty-mile course in the neighborhood of Aix les Bains.

It is provided that any firm can enter up to three cars per factory; the entry is \$800 per car, or \$2,000 per team of three cars; the distance will be from 500 to 550 kilometers, equal to 306 to 336 miles. The amount mentioned will be divided as follows: \$25,000 to the owners of the winner, \$4,000 to the winning driver, and \$1,000 to the mechanic on the winning car.

The Aix les Bains course is well known, and was one of the competing circuits for the entertainment of the Bennett race. The roads of the course are very fine and the gradients generally easy. The district is sparsely populated, and the highest speeds can be attained without danger.

Improving Pennsylvania's Laws

PENNSYLVANIA'S automobile law will be materially improved if a bill amending it, introduced last week, by Senator Brown, of Philadelphia, is passed. The bill amends the automobile act of 1903, by making a uniform maximum speed throughout the State, prevents summary arrests except for failure to display the registry number, and seeks to induce other States to adopt similar regulations.

The preamble to the act is amended by adding that "the different speed regulations of the various cities, boroughs and townships tend to increase the danger by reason of the confusion resulting therefrom." After reciting section 5 of the original act, which fixes the rate of speed for automobiles at eight miles an hour within the corporate limits of cities and boroughs, and one mile in three minutes outside those limits, the section is amended by adding:

"The provisions of this act specifying rate of speed of motor vehicles shall supersede and exclude all regulation of the same subject by local authorities."

The bill also provides that instead of arresting violators, their numbers shall be taken, and they shall be cited to appear before a magistrate and answer the charge brought against them. Finally, it provides that automobilists from other States shall be exempt from the provisions of the bill if they have complied with the requirements of that State

Crumpacker Bill for Indiana

DESPITE efforts to incorporate in it a provision giving to cities the right to fix speeds, the Crumpacker bill is likely to be passed by the Indiana Legislature without it. The bill has been advanced to engrossment. It provides uniform regulations, and does not give cities the right to regulate automobiles by ordinance.

By the terms of the bill the limit of speed inside cities is to be fifteen miles an hour, except in closely built up portions, where it shall be eight miles an hour. Outside cities the limit is twenty miles an hour. It is provided that drivers of automobiles must stop on signal of any person driving a horse, and that if requested to, shall also stop their motors.

The penalty fixed for violation of any of the sections is a fine of \$10 to \$50 for the first offense and \$50 to \$100 for the second or any subsequent offense.

New Traffic Rules for Fifth Avenue

POLICE COMMISSIONER McADOO'S new rules to regulate traffic on Fifth avenue, between Fifty-eighth and Sixtieth streets, and on Fifty-ninth street, between Third and Fifth avenues, went into effect Monday. The rules are in effect every week day from 8.30 a.m. to 6.30 p.m., and require all automobiles and other fast-moving vehicles and horses going north, to use the east side of the avenue, while no heavily laden vehicles will be allowed to proceed beyond Fifty-seventh street. Going south, the rule for fast vehicles and horses is to use the west side of the avenue, while heavily laden vehicles must turn off at Sixty-first street.

Boston's Big Show Ready to Open

HOW Boston has grown as an automobile center, until she has come to occupy a position second only to that of New York, will be best revealed tonight, when the Boston Automobile & Power Boat Show opens at Mechanics' Hall. From a small and purely local show, the Hub function has leaped into a position of the first importance within a few years. The number of exhibitors and the amount of space required for the display of their goods has increased tremendously each year, and taxed the capacity of halls formerly deemed entirely too large.

When it was decided to hold the 1904 show in the splendid new Symphony Hall, in the fashionable Back Bay district, doubts were entertained of the ability of exhibitors to fill it. But so rapidly was the business growing that it soon became apparent that the difficulty would be to provide sufficient room for the display of intending exhibitors. This proved to be the case, and almost at the last minute Horticultural Hall, across the way, was secured for an overflow show, in order to relieve the congestion which actually took place. Warned by this experience, and aware that all records would be broken this year, the guiding spirits of the Boston Automobile Dealers' Association resolved to secure a hall large enough to house all exhibits that could possibly be offered. Mechanics' Hall was therefore leased, although with some misgivings.

The experience of last year has been repeated. Although the importers are holding a show of their own, the demand for space in Mechanics' Hall has been so great that Revere Hall, in the same building, has been made use of, together with all available space in Mechanics' Hall—both main floor and galleries. Some idea of the size of the show may be obtained from the statement that the exhibitors number 325, including manufacturers and dealers in automobiles, accessories and parts, together with motor boats, the showing of which will almost equal that at the Motor Boat Exhibition in Madison Square Garden, New York, which closed this week. This grand total of exhibitors is claimed to exceed that of any show held this year, and the space, every inch of which has been sold, to be larger than Madison Square Garden.

In order to ensure freedom from a go-as-you-please system of decoration, with its usual unsatisfactory result and dissatisfaction, the managers of the Boston Show formulated a rule requiring all signs and decorative work to be of uniform size and color in Music Hall. In Machinery Hall—the basement of the building—the decorations may be just what the inclinations of the individual exhibitor may dictate, although there is a tacit understanding that they shall be as uniform in character as possible, under the latitude given them by the committee. There will be an abundant display of electricity in connection with the signs in this hall.

The show committee, consisting of Geo. H. Lowe, J. H. McAlman, E. A. Gilmore and C. I. Campbell, the latter acting as manager, has been hard at work for months securing attractions for the exhibition. In addition to the regular models of cars already shown at New York and elsewhere, it is said that several distinct novelties will make their initial appearance to-night. Besides this, Manager Campbell states that the record-breaking 90-hp. De Dietrich car which

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Standard Information for European Tourists

Boxing, Shipping, Steamship Route, Passports, Duties, Permits and Regulations

BOXING AND SHIPPING.—The best way to pack an automobile for shipment abroad is to build a closed box of matched timber around the car. The platform should be built on 2 x 4 braces, beveled at the ends. The sides, ends and top should be constructed on a lighter frame. Use heavy bolts to bind between platform and top, use at least four of these on each side. In addition fasten four iron bands upon the box extending diagonally from the lower corners to points near the lateral center of the sides. The upper ends of these bands terminate in eyes. Through the four eyes have a chain placed. This will give a center hold to which hoisting tackle can be fastened. Brace wheels by blocks fastened to the sides of the box and brace smaller boxes containing spare parts to the platform of the box.

Consign through custom-house brokers. The box can be left with forwarders after the outward passage, for use in returning. Before returning go to any U. S. consul and make affidavit that the car was originally shipped from America. This will dispose of the customs question on arrival.

Cost of boxing the car, \$100. The expenditure pays for itself. In transporting the car by water abroad, do not box it. Transportation facilities between Great Britain and the Continent are practically perfect and no precautions are necessary.

STEAMSHIP ROUTES.—From New York to Liverpool—Cunard and White Star lines.
From New York to Southampton—American line.

From New York to Southampton and Bremen—North German Lloyd.

From New York to Southampton and Hamburg—Hamburg line.

From New York to Havre—Compagnie Generale Transatlantique.

From New York to Antwerp—Red Star line.

From New York to Glasgow and Moville—Anchor and Allan State lines.

From New York to Boulogne, Rotterdam and Amsterdam—Netherlands line.

From New York to London, Bristol and Hull—various smaller lines.

From Boston to Liverpool—Cunard, Dominion and Leyland lines.

From Philadelphia to Liverpool—American line.

PASSPORTS.—Write to the Passport Bureau of the State Department at Washington for blank. When received, fill and return with fee of \$1.00. Enclose no return postage; Government franks. Passport good for two years and renewable.

Duties, Permits, Regulations, Speed and Road Rules

GREAT BRITAIN AND IRELAND.—No duty or permits for tourists. Observe road rules carefully. Remember to turn to left in passing instead of right.

NETHERLANDS.—Touring cars (not new) are allowed to enter free. It is left, however, to the discretion of the Collector of Customs Receipts to claim as deposit, the amount of the duty, which will be reimbursed on departure from the country. The duty is 5 per cent. of the value. Car must carry two lanterns shedding their light a distance of 100 meters, with a brake enabling the car to stop within ten meters,

and a bell or horn which may be heard 100 meters distant. Speed must not exceed 20 kilometers (12 miles) in the open country and 8 kilometers (5 miles) an hour on sloping ground, in settlements, on bridges, in misty weather and at night, under penalty of a maximum fine of 50 florins (\$20). Tourists must carry in the car a permit of the Secretary of Public Works, countersigned at a customs office, stamped blanks for which may be obtained from the Automobile Club of the Netherlands, Hague, Nassauplein 1b., on payment of 2½ francs (50 cents). Gasoline obtainable at all A. C. N. stations at a uniform price of 20 cents per liter (one liter equal to 1.06 quart).

SWITZERLAND.—Deposit of 20 francs for every 100 kilos gross weight of car required. Against the deposit, a permit is given, valid for one year. The deposit is returned on leaving Switzerland by any of the frontier stations in exchange for the permit. Regulations are very exacting in Switzerland and motor drivers are not popularly liked. To escape owners' permits and plates, etc., tourists must carry permits of their home country, and that country must be one between which and Switzerland reciprocity exists. Each car must carry a deep-sounding horn. The driver must sound this as soon as he intends crossing or overtaking another car, a cycle or pedestrian crossing the road. He must also use the signal at all sharp turns in the road or at the end of any private road or avenue leading into a public highway; also at night or in foggy weather. A car must carry two brakes which must be used on sloping ground. The brakes must be independent and each must be competent to stop the car at full speed and full power on any incline. At night all cars must carry two lanterns in front, one green, the other white; also a red light at the rear, which must be lighted whenever the vehicle stops. The driver must have perfect control of his car at all times. He must slow up or even come to a full stop whenever the vehicle might cause an accident or interfere with traffic or when a saddle or harness horse shows signs of fright. In cities, villages, or hamlets and on mountain roads, speed must never exceed 10 kilometers (6¼ miles) an hour. On bridges, narrow streets, on steep declines and in front of sign-boards and official posters, speed must be reduced to 6 kilometers (4 miles) per hour. On no account must the speed be increased to more than 20 kilometers (19 miles) in the open country. On mountain roads, the car must be stopped whenever a Federal stage coach is met. Special care must be used in passing one of these coaches. In no case is a driver allowed to cut across a road in front of a vehicle or pedestrian. When stopped, the car must be run or pushed to the right side of the road. On narrow roads the car must be run off the road to the side if possible. The driver must not leave his motor running when he leaves the car. In case of accident he must stop, even if he is not at fault. He must see that the injured are cared for, and must freely show all official papers to anyone in authority. Racing on highways is strictly prohibited. Certain roads are forbidden to automobiles.

AUTOMOBILE TOPICS EUROPEAN SUPPLEMENT

FRANCE.—Certificate of ability, residence, passport, two photographs (unmounted, 30 by 40 millimeters), declaration of maker as to type, number, horsepower, weight, etc., of car and other details, may be and probably will be required. Customs dues of 50 francs for every 100 kilograms, if the car weighs more than 125 kilograms, 120 francs for every 100 kilograms if the car weighs less, must be deposited on entering France. This deposit will be refunded at any frontier custom house in exchange for the deposit receipt, which is valid for six months. Small stamp taxes are collected in all cases. In driving, the car must be under control. Driver must slow up in all cases where accident or the impeding of traffic is imminent. In narrow roads or streets the speed must not exceed that of a man walking. Speed limit is 30 kilometers (20 miles) in the open and 20 kilometers (13 miles) in settled portions of the country. Every car must show, in front, a green and a white light.

GERMANY.—Free entrance if driver possesses authentic documents regarding his car and himself, particularly proof that the car has been his property for a certain time. Much discretion is allowed officials. An entrance duty (refundable) may be enforced arbitrarily. This is 187½ francs on a car without regard to size or weight. Many local regulations and prohibited streets in some cities. Ordinary road rules. Driver must slow down in towns and villages. Little interference with foreigners who can prove their residence.

ITALY.—Tourist must, within five days after crossing the frontier, make a declaration at the office of some Provincial Prefect. This five-day term is established by the toll-gate certificate. If tourist comes from some country where there are rules and regulations for the driving of automobiles, as in America, he will receive a temporary permit to drive in the kingdom. He must prove ability to drive, ownership, etc. Lead seals will then be placed on the car. Duty (small) will be enforced. This duty returnable on leaving country.

SPAIN.—Deposit on entrance, returnable at departure. Road and speed rules not severe.

AUSTRIA.—Car subject to following customs duties: The car, 157½ francs; in addition, 9 florins (21 francs) for every 100 kilos of weight of motor or engine. Manufacturer's certificate indicating weight of car, motor and parts is advisable. Lead seals will be affixed after payment. Duties returnable in exchange for receipt on leaving. Road and speed rules not exacting.

DENMARK.—No duty on declaration that car is temporarily imported for touring purposes.

RUSSIA.—Automobiles may not pass the frontier simply by depositing duties, but special permission must be secured from the Secretary of Finance. Such permission must be applied for in writing on paper stamped with two stamps of 80 copecks (41 cents) each. Since reply may be delayed, it is expedient to ask for an early answer, giving some urgent reason. Driver must declare by which custom stations car is to enter and leave the country and for what space of time a permit is sought. The reimbursement takes place from two to ten months after leaving. Local road and speed rules, not generally severe.

BELGIUM.—Automobiles are provisionally exempted from the payment of duties,

but drivers are obliged to make deposit of or give security for 12 per cent. of the car's value. A transit-receipt is given containing description of vehicle and limiting period before exportation to one year. Deposit readily refunded at any frontier station on leaving. If one wishes to enter or pass through Belgium several times, it is sufficient not to demand restitution of deposit until one leaves definitely. Road and speed laws not severe, but general regulations regarding control, lamps, brakes, accident, bridges, narrow streets and closely populated districts are in force.

GENERAL.—It should be remembered that while speed laws are not rigidly enforced except in Switzerland, all drivers should be reasonable in their handling of cars. Road rules should be strictly observed everywhere.

It is best to be sure that one has coin of the country which is about to be entered before reaching the frontier. Custom officers will accept nothing but money of their own country. Before leaving it is always advisable to notify the frontier station a day or two before reaching it, so that the officials may have time to secure sufficient funds for reimbursement. Ordinarily they do not keep much money on hand.

Throughout Europe the rule is: automobiles and motor cycles, horns; bicycles, bells. By this the driver knows what is approaching from the rear and can govern himself accordingly.

It is always best to carry an exhaustive maker's certificate showing make and type of car, number of car and motor, weight, specifications, value, capacity and details of parts. A certificate of ability as a driver is almost indispensable.

Never pass or cross in front of a policeman or other official. The dignity of the law is sacred in Europe. Be polite to all officials under all circumstances; you will gain by this. Generally, you will find the officials overpoweringly polite to you.

Guide books can be obtained in bookstores in any of the large cities of Europe. Baedeker's are standard and generally up to date. Rolfe's "Satchel Guide" is also good. Cook's and Gaze's tourist agencies also publish reliable hand-books. And there are other good publications. Both the Michelin and Continental tire concerns publish guides which give much information not otherwise found in repair stations, garages and fuel depots. Good maps are plentiful and not expensive. The sectional ones are particularly good in Europe. Never travel without a map, as local information is not always reliable.

A membership in the Touring Club of France is desirable for the tourist in France and Europe generally. The road-book of France, published by the club, is invaluable as a reference work for the tourist who reads French.

On arrival at a town, leave your car and make hotel and garage arrangements before any of your party dismounts or any baggage is taken out. The fear that you may go to another hotel will insure better terms from the hotel and garage people.

Be good-natured but firm. Be just in giving gratuities, not too liberal. Too much generosity makes it harder for those who follow. Plan your itinerary in advance, but allow a day here and there for departures from it.

TOUR: don't race.

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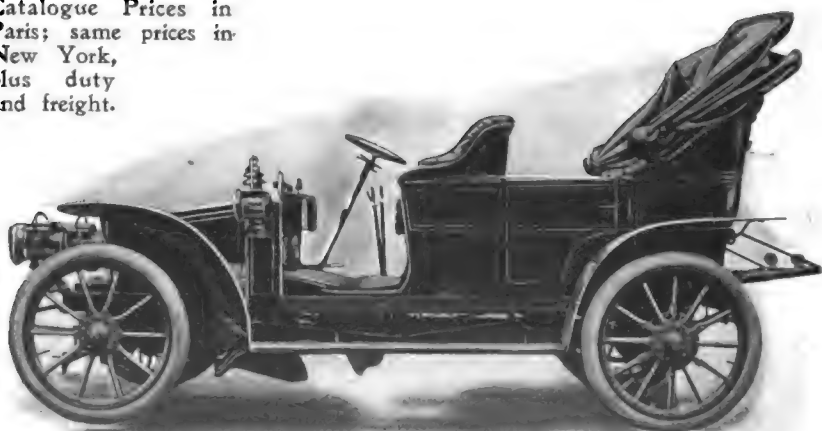


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H. W. Fletcher drove in the Florida and Cuba races with such success, and the Ross steam "Tea Kettle," which won the Vanderbilt race at Ormond, have been secured and will be on view at Mechanics' Hall, together with such racing cars as the Peerless, Ford, Winton, etc. In the motor boat section the famous Challenger, which holds the mile record of 2.02, made at Palm Beach last month, will be seen, together with a large number of other interesting craft.

In addition to being, next to New York, the best automobile city in this country, and the possessor of an enormous number of high-priced cars, Boston is the market and gathering place of eastern New England. Advantage has been taken of this fact to advertise the show and to arrange to make it the gathering point for all New England automobilists. It is expected that during the continuance of the show there will come to Boston almost every recognized dealer in this section, and likewise the great majority of the motorists who are looking for new cars. Preparations to entertain the visitors are well under way, and during the week the Massachusetts Automobile Club and the new Bay State



Automobile Association will keep open house. The Bay Staters have arranged to make the Hotel Lenox their headquarters, and the latch string will always be out.

While the insurance regulations are such that gasoline is excluded from the building, elaborate arrangements have been made for car demonstrating. Nearly every exhibitor will have demonstrating cars on hand, in which prospective purchasers will be given an opportunity to observe the behavior of the machines in actual service. The West Newton street entrance to the building has been designated as the demonstration entrance, which means that the demonstration cars will, when not in use, find quarters on West Newton street, away from the traffic of Huntington avenue.

Special pride is being taken in the showing of motor boats, and one entire section of the hall has been given over to the display of these craft. All the latest models of motor boats now in favor will be shown, as well as the smaller and equally useful power dories of the alongshore fishermen. Power boats costing all the way from \$200 to \$10,000 will be exhibited, among the latter being a mahogany boat of 64 feet over all, equipped with four-cylinder 60-hp. engine,

AUTOMOBILE TOPICS

the latest creations of one of Boston's most famous builders. Every power boat builder or designer of note has made an entry, and from what is to be displayed one will get an admirable opportunity to inspect the lines of the speedy crafts that annihilate distances with remarkable ease. At least two of the boats have been designed and constructed for the purpose of participating in the coming races off Marblehead and on the Hudson, while one in particular has been constructed for the purpose of competing in the contest for the Harmsworth Cup in Europe this season.

Importers' Salon To Be An Artistic Spectacle

AS an artistic and pleasing spectacle, the Importers' Salon, which will open in the beautiful Symphony Hall, Boston, on Monday, March 13, and continue throughout the week, is expected to prove a rival of the New York function of the same name held in January last. In a number of cases the exhibits will be duplicated, Manager Eldridge having arranged with the exhibitors to bring over to Boston the cars, stand furnishings and decorations that were so much admired when shown here. There will thus be presented the opportunity to inspect in an appropriate setting the choicest products of the most famous foreign factories. Arrangements were made last week to bring over and install all the electrical signs used at the New York Salon.

In view of the exhibition being devoted principally to cars of transcontinental origin, arrangements are being made to have it opened in gala fashion by distinguished members of the foreign diplomatic corps. The French, German and English consuls resident in Boston have been asked to attend and officiate as sponsors for the cars made in their respective countries, and it is expected that they will consent. General Nelson A. Miles, whose interest in automobiles is well known, has also been asked to be present and take part in the opening exercises.

In addition to the showing of foreign cars, which will be very complete, and the value of which is expected to reach \$300,000, there will be a very fair showing of cars of domestic manufacture. Among them will be the Stevens-Duryea, Binck, Walter and Knox.

A feature that will prove of great interest is the loan exhibition that has been arranged for. It will consist of a remarkably comprehensive and representative showing of racing cars, headed by the double-engined 120-hp. car constructed out of two 60-hp. Mercedes engines by Herbert L. Bowden, of Boston. It was this car, it will be remembered, that made, at Ormond, Fla., last month, the fastest mile ever covered by an automobile—32 4-5 seconds. Next in interest is the steam freak of Louis Ross, the "Tea Kettle," in which, also at Florida last month, Ross captured the Vanderbilt race and set up a complete new set of steam car records. There will also be a duplicate of the 90-hp., six-cylinder Napier car, in which Arthur Macdonald, the intrepid English driver, captured the A. A. A. mile record—34 2-5—and won a large number of victories. Other cars announced to be shown are the 90-hp. De Dietrich of H. W. Fletcher, William Wallace's 90-hp. Fiat and others.

End of the Motor Boat Show

AFTER sixteen days replete with success in every variety and in all particulars, the Motor Boat and Sportsman's Show of 1905 came to an end in Madison Square Garden last Thursday night.

It was a greater show in every way than its promoters had hoped to make it. They simply were caught on the advancing wave of popularity for power craft. The interest of the public exceeded all expectations, and the attendance broke all records. There was not a dull day during the whole period of more than two weeks. Morning, afternoon and evening the aisles of the Garden were thronged with visitors, and that they were earnest ones is attested by bunches of orders for boats in the hands of every exhibitor.

While the motor boats eclipsed the other features of the show, and caused so much dissatisfaction on the part of the exhibitors of hunting camps and implements that they declared last week they would not show again in conjunction with the motor boats, it is now doubtful if there will be a split of the show. Manager J. A. H. Dressel says he does not think there will be. It has been decided, however, that next year there will be a bigger lagoon and that the exhibits of



"PI-OUT II" IN HER ROPE SLING

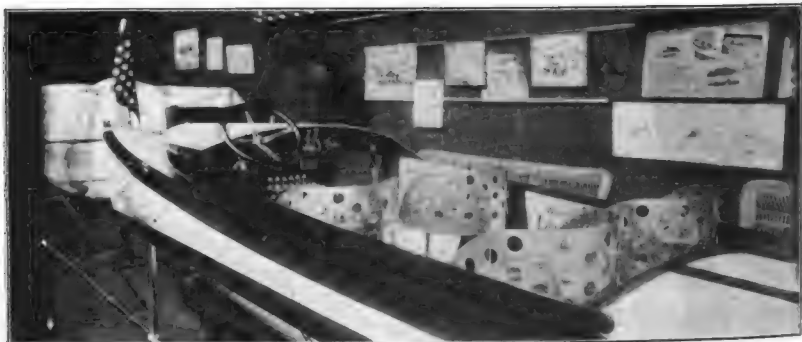
engines will be placed in the basement. This signifies that the Motor Boat and Sportsman's Show is going the way of the automobile show, and that the Garden will soon be too small to hold it. Already the show has crowded its way into the galleries and the concert hall; now the cellar is to be utilized, and next the restaurant will be given over to exhibits.

There was more activity on the lagoon during the second week of the show, both by the boats of exhibitors and by the competitors in the various interesting aquatic sports. The latter furnished excellent sport every day during the show,

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especially the tilting games, swimming and mattress matches, and the exhibitions by the U. S. Volunteer Life Saving Corps.

Observations during the last days of the show but served to confirm the view of the situation set forth in AUTOMOBILE TOPICS last week. The sport of racing is not going to be neglected, but the field is to be heavily recruited by lovers of aquatics, who will demand serviceable types that combine comfort with a fair amount of speed. The fad for speed at the expense of comfort, which everyone wanted last season, has been modified considerably, and those who do not want racing craft are content with a speed of from fifteen to nineteen miles an



A SEMI-RACER OF NEW TYPE

hour, and a boat in which they can go out in moderate weather without having to smother themselves with oilskins or get wet through with spray.

What is now being called the semi-racer is receiving a good deal of attention this season also. This is a boat with speed lines in her model, but not so extreme as the auto boat. The motor is of moderate power. The hull is substantially built, and the accommodations for the owner and his friends are made comfortable, so that even when the surface of the water is somewhat ruffled one can go out and have a good afternoon's fun. These are ideal craft for use on lakes or inland waters, and they are also being sought by owners of big yachts. They can be carried on the davits of the yacht, and when wanted are always ready.

The cabin boat is another type that is to have a goodly measure of popularity this season with those who want a craft in which to make a cruise of several days. In these boats the gas engine is an ideal motive power, as it takes up little room, is easy to run, is economical, and always ready. Small cruising boats fitted with steam engines are becoming less popular every year, and the motor boats, as they are called, are taking their place.

The excessively light racing boat of last year appears to be a thing of the past. The success of the Onontio late in the season showed that lightness of construction was not absolutely essential to speed. The Onontio was a strongly built craft. She stood the strain of her big engine well, and made the fastest mile of the year, and in the coming season it is more than likely that her time will be beaten.

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Several boats of the racing type are being built, but the builders and designers are keeping details of these craft to themselves at present, and it will not be until these craft are about ready to race that these secrets will be made known. Henry J. Gielow, who designed the Onontio, has a boat on hand for Alexander Stein which is expected to be faster than last year's boat. Clinton H. Crane has one or two building. The Electric Launch Company has turned out a speedy-looking craft for the Panhard people. The Gas Engine Company has some fast boats under way, one of which is for George W. Childs Drexel, which will be raced. Boats are being built for H. L. Bowden, E. R. Thomas, W. K. Vanderbilt, and others, and the racing during the coming season will be very high class.

Officers of the U. S. Navy, from the Brooklyn Navy Yard and elsewhere, were frequent visitors at the show. They were unanimous in opinion that the gasoline motor offered unlimited possibilities for fast work on the water.

"We have succeeded very well with the gasoline engine in our submarine boats," said Lieut. L. S. Sharples, who commands the submarine boats Porpoise and Shark. "We use a 125-hp., four-cylinder engine when our boats are on the surface, and electric power when traveling beneath the water. I can readily see by the great advances being made in motor boats that ere long there will be a decided increase in the number used by the Navy Department."

Lieut. F. Morrison, U. S. N., in charge of the steam engineering department at the Navy Yard, was another of the officers who expressed great admiration for the motor boats and their builders.

Various additions to the boat exhibits were made during the last week of the show, the Truscott Company and others receiving several new boats.

One of the buyers during the last days of the show was Reginald Vanderbilt, who purchased a 35-foot Speedway boat with a four-cylinder engine of 14 hp.



THE RACIEST BOAT AT THE SHOW

At the De Dietrich stand during the week H. W. Fletcher and George Mack were receiving motorists and motor boat enthusiasts. The visitors considered this pair to be among the sights of the show.

Altogether it may be said that the show satisfied the public that the gasoline power driven boat has been perfected and is no longer an experiment. It is prac-

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tical for all purposes, and some of the motors at the show are simplicity themselves. Some of the manufacturers have been building marine engines for fifteen years or more, and it is claimed that they have reached a more perfect state than have the engines used in automobiles. Moreover, there is less complication about the motor in a boat than when placed in a car, for there are fewer parts and entirely different methods of transmitting power, and there is less vibration to be withstood by the engine.

The show came near being swamped two days before its close, and not by salt water, either. It came near being converted into a heap of ashes and drowned out by fire hose. On Tuesday night, just after the visitors had departed, fire was discovered in the northeast corner of the building, at Fourth avenue and Twenty-seventh street. That portion of the building was damaged several thousand dollars worth, a cinnamon bear and several birds were killed by the smoke, and several exhibitors suffered losses.

It is estimated that in all more than 130,000 persons visited the show.

BOAT MOTORING

SO successful have become American motor boats, and so confident are the makers of the future, that they have begun to look ahead for export business. The National Association of Engine and Boat Manufacturers voted to procure all information that would aid them in this direction when they held their annual meeting in Madison Square Garden last week.

President Amory, in opening the meeting, among other things said that the Boutelle bill was in the House at Washington, at the present time, and if passed it would mean alcohol at half the price of gasoline. New members of the executive committee for a term of three years were elected as follows: J. B. Smalley, James Craig, Jr., C. L. Snyder, E. A. Riotte and A. Massenet. The executive committee will elect the president and other officers.

CABLE dispatches tell of a remarkable performance last week by the motor boat Napier II. In a trial run on the River Thames, at Greenwich, she made 26 knots in one hour. This is equivalent to 29.9 statute miles, and is the best authenticated time ever made by a motor boat. The best time in this country is 28.66 miles an hour, made by the Onontio, on the Hudson River last fall.

MASSACHUSETTS is the first State to propose to regulate the operation of motor boats. A bill was introduced into the Legislature of that State last week providing for the "licensing and regulation of power boats." The measure requires that motor boats, like automobiles, shall carry State registry numbers; that they must carry lights of a color and character to be prescribed by the Legislature, and that "the practice of speeding after nightfall is a dangerous and pernicious one, and must be prohibited henceforth." The bill is regarded as something of a joke.

Automobile in the Inaugural Parade

ANOTHER good mark has been scored by the automobile. Last Saturday a motor car figured for the first time in an inaugural parade.

It was a White steam car, used as an ambulance by the Twenty-third Regiment, N. G. S. N. Y. Some of the members of the Red Cross staff rode in the car, and it carried also medical and surgical supplies and a stretcher. As the car glided noiselessly along behind the last battalion of the regiment, followed by members of the staff on foot, it was greeted with salvos of applause from the spectators, who were quick to appreciate the novelty as well as the utility of the idea.

The introduction of the White into the parade was the only detail of the program which had not previously been submitted to the President for his approval, and there was considerable speculation as to how he would like the intrusion, in view of his well-known partiality for the horse.



All doubts on this score were set at rest by the emphatic approval shown by the President. When he noticed the car approaching the stand he pointed it out enthusiastically to Vice-President Fairbanks and to his other guests on the stand, and as it steamed by he applauded vigorously

To Race Across the Gulf Stream

A PROJECT for an international ocean race across the Gulf Stream from Miami, Florida, to Nassau in the Bahamas, was launched this week at the motor boat show in Madison Square Garden. The distance is less than 200 miles, and the boats would cross the Gulf Stream current at right angles, so that such a race would be much easier than one to Havana.

As Nassau is a fine winter resort, provided with big hotels of the Flagler system, the race is calculated to attract all those who have seaworthy boats on hand at the Palm Beach carnival next winter. It is said that a handsome trophy will be offered for the event. H. E. Bemis, manager of the Colonial Hotel at Nassau, is a motor boat enthusiast, and will do all he can to promote the race.

Buffalo Show Draws Great Crowds

BUFFALO, N. Y., March 7.—After the tremendous rush of last night, when the surging crowd swept everything before it, Convention Hall seems to be only comfortably filled to-night. Visitors are able to look around and size up the show, which is really a large one, and well arranged. There are some fifty exhibitors, who show, in addition to accessories, parts, etc., just over 100 cars. The hall is tastefully decorated, bunting in the national colors being hung from the ceiling and walls, while the display of electric lighting about the stands and in the signs is very striking.

The crowd on the opening night was one long to be remembered. The doors were thrown open at seven o'clock, and long before eight, the scheduled time, the huge place was packed, and some early comers were actually trying to get out. The snaky strips of people in waiting stretched their lengths away around the corner of Elmwood avenue and as far along as Cottage street, to the west, and to Delaware avenue on the east on Virginia street. This made three streams of human beings trying to pour into Convention Hall through one door. It created competition on the street, chaos in the wide entrance, and untold trouble for the tall copper who tried to stem the tide, and for the two ticket takers, who were frequently swept off their feet by the people who were literally spouted past them by the wedding crowd behind.

The two Buffalo makers—the Geo. N. Pierce Company and the E. R. Thomas Motor Company—make conspicuously fine exhibits. An incident of Monday night was the purchase of a Pierce Great Arrow "on the fly." A Rochester man, Warren Whiting, espied it as it was being taken into the building, and lost no time in making himself the purchaser before it got out of his sight. The polished Thomas chassis attracts as much attention as it did at New York. President E. R. Thomas, of the company, was in attendance, fresh from his southern outing. A model of the Haynes two-cylinder opposed car, with a side-entrance surrey body, is shown by the Buffalo Automobile Exchange for the first time, and should prove a splendid seller.

J. A. Cramer, agent for the Ford and Premier cars, made a hit with the fair sex by distributing three thousand carnations on the opening night, and then did not have nearly enough to go around.

To-day the influx of society people, and of those contemplating purchasing cars, began. Many out of town people, dealers from the surrounding towns, are also putting in an appearance, and Secretary D. H. Lewis has been kept busy registering them.

On Thursday the Automobile Club of Buffalo will give a banquet to the attending members of the New York State Automobile Association at the Iroquois at seven o'clock.

The full list of exhibitors follows:

Duquesne Motor Car Company, Jamestown, N. Y.; Knox Automobile Company, Buffalo; Alexander Weller Company, Buffalo; Poppenberg Automobile Company, Buffalo; National Battery Company, Buffalo; Fisk Rubber Company, Chicopee Falls, Mass.; O. K. Machine Works, Buffalo; Hartford Rub-

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ber Works Company, Hartford, Conn.; Badger Brass Company, Kenosha, Wis.; Goodyear Tire and Rubber Company, Akron, O.; P. W. Eigner, Buffalo; E. R. Thomas Motor Company, Buffalo; Buffalo Electric Carriage Company, Buffalo; G. N. Pierce Company, Buffalo; W. C. Jaynes Automobile Company, Buffalo; Meadows & Hafyr, Buffalo; C. W. Roe, Buffalo; Buffalo Automobile Exchange Company, Buffalo; Brunn Carriage Company, Buffalo; J. A. Cramer, Buffalo; Centaur Motor Company, Buffalo; Wayne Automobile Company, Detroit, Mich.; Buffalo Gasolene Motor Company, Buffalo; Diamond Rubber Company, Akron, O.; Ephraim Bros., Buffalo; Grey & Davis, Amesbury, Mass.; The B. F. Goodrich Company, Akron, O.; Jackson Automobile Company, Jackson, Mich.; Standard Oil Company, Buffalo; Twyford Motor Car Company, Brookville, Pa.; Prescott Automobile Company, New York, N. Y.; F. A. Ballou, racing boats, Buffalo; Auto Storage and Repair Company, Buffalo; Hill Manufacturing Company, Buffalo; Star Automobile Company, Buffalo; Hartford Suspension Company, New York, N. Y.; A. S. Noonan, Rome, N. Y.; Joseph Strauss & Sons, Buffalo; Brooks Airless Tire, Buffalo; Roger C. Ralph, Buffalo; Millard Cornwell, Buffalo.

Chauffeurs Organize to Reform Abuses

AFTER months of effort, another chauffeurs' organization has been launched upon the troubled waters of the local automobile sea. Out of a list of some 300 professional chauffeurs, 100 have been admitted to membership, and others are being investigated, and admitted as rapidly as possible. While the lines are not being drawn too tightly, care is being taken, it is said, to weed out the reckless, the incompetent, and the grafting knights of the wheel and the lever.

The organization, which is styled the New York Chauffeurs' Association, has secured quarters at 1775 Broadway, between Fifty-seventh and Fifty-eighth streets, and has the following officers: V. Koch, president; J. Winkleman, secretary; and E. Striker, treasurer. Meetings are held on Monday nights. A smoker was held on Tuesday night last.

The objects of the association are to bring about a reform of the notorious evils of the chauffeur system in this city. It is admitted by President Koch that they must be remedied, and he deems that the inside is the place from which to start a reform. The qualifications of members are closely scrutinized, regard being paid to the habits and reputation of the applicant, as well as to his technical qualifications. At present no distinction is made between the chauffeur who is also a mechanic and one who is not, although it is quite possible that this will be done later, when two classes will be established.

At the Importers' Salon, which opens at Boston next Monday, Kenneth A. Skinner will show a 16-20-hp. Brout car, made by Vierson, Department of Chere, France. A Hanriod car will also be exhibited by him. M. Hanriod will be recalled as the inventor of the speed-change gear combined with the differential gear.

Preventives and Remedies

PART XXV

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WITH the exception of the electric equipment for igniting the explosive charges, and the tires, all those organs of an automobile which demand the automobile owner's attention with a frequency proportionate to the intelligence and regularity of the care bestowed upon them, have received such mention in foregoing chapters as will serve the careful reader to avoid nine-tenths of the mishaps which may befall a motorist.

Aiming to present the whole subject in the order of the practical importance of each of its ramifications for the economical and pleasurable use of automobiles, we shall now devote some space to the rudiments of caretaking, some of the elementary principles of driving, a few recipes for special cases of frequent occurrence, followed by an explanation of the electric system. The latter differs from every other portion of the mechanism in requiring some study, beyond the mere application of common sense, before its principles may be mastered and the knowledge turned to account in forestalling and remedying defects. But, as will be seen, even the electric system has lost its terrors to the novice, inasmuch as modern dynamos and magnetos, if a few rules are adhered to, will trouble the lay motorist with incomprehensible ailments calling for special technical assistance much less frequently than, for example, a horse will require recourse to the special knowledge and skill of a veterinarian. As a matter of fact, ninety-nine out of one hundred automobilists manage to obtain excellent service from their vehicles without possessing more insight into the principles of electricity than may be acquired by an absolutely empiric use of the equipment of one car. Having observed how the coil and trembler and commutator should work externally, any deviation from their ordinary mode of acting is met with the rather haphazard application of a few rules for remedying defects, one of which seldom fails to bring about the desired result. Whether it is worth the while for a busy person to attempt mastering the subject more completely for the sake of the one-hundredth case, when the more complete understanding of the philosophy of things electrical would save some time, and perhaps a small repair bill, is a question which the world seems to answer in the negative. Electric lore is not, then, nowadays, of the importance attributed to it in the early days of automobilism, when the electric apparatus was so faulty as to need constant tinkering.

After a brief exposition of possible ignition troubles, their causes and remedies, it will then be in order to take up a number of special cases and processes of self-help on automobilism, without strict classification, but with main reference to the probable utility of presenting them. None of this matter will, however, contribute as much to reducing "stops" and affording satisfaction in the ownership of an automobile as a little familiarity with those rules for caretaking, which follow:

WASHING AND CLEANING OF THE CAR.—To wash a car is not so simple an

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operation to perform properly as it seems at first blush. The best way to a realization of what is required is to don a pair of rubber boots and try it.

A well-built car should not be easily damaged by water in any of its organs, though its upholstery, of course, should be saved a drenching when possible. When the car is returned from a trip, dusty or bespattered, and the gear lever has been duly put out of action, the cushions and lamps should be removed, the seats covered, and the top, if any, raised; in fact, everything should be protected which might suffer from water. The hose is then played on it in energetic fashion, so as to remove all accumulations of dirt. A flat brush on a long handle, known by various local names, dipped in water, may be used to tickle and loosen dry dirt which refuses to yield to the stream, but without rubbing, lest the grit contained in the mud might scratch the paint or varnish. The same flat brush handily enters in narrow places and assists in cleaning the wheel spokes, if necessary. To this end it is best to raise each wheel from the ground, leaving the axle resting on a clothes horse or sawbuck, while the wheel is turned around slowly.

The chains must have been well greased internally and the wheel bearings well filled with consistent lubricant (an advantage of grease or vaseline with graphite over oil) in order to keep the water from entering.

If no hose and water under pressure are available, pails of water take their place. In that case the brush is used more extensively for the wheels and the panels, so that a single dash of water will cause the dirt to fall. For the top, the aprons, leather trimmings, a big sponge, always kept well soaked, and lightly handled, is better. The dirt removed, a tumblerful of kerosene is poured into a pail with clean water, and this mixture is served with the brush (first rinsed out) to the panels, the top, and the leather parts.

Wiping is the process which comes next. For this purpose one must never use a dry skin, as it would not absorb the moisture, and its hard folds would trace lasting scratches in the varnish. The skin must be wetted in perfectly clean water, not too cold; then wrung until it is only moist. It is passed over the vehicle lightly, as with a sponge, and is wetted frequently in the pail, and each time wrung dry. The water is changed the moment it ceases to be perfectly limpid, a detail of some importance, as the least trace of impurities in the water leaves long, whitish streaks when the vehicle is dry.

At least two skins should be used. One serves for wiping the external parts, such as guards and spokes, which may be greasy, while the other is reserved for the panels and the leathers. The mechanical organs, such as chains, brakes, gear casings, are, of course, never wiped with skins, but always with rags or cotton waste, and, as a rule, those parts which are amply oiled need not be wiped at all.

(To be continued.)

Morgan's Racing Circuit for 1906

W. J. MORGAN, the tireless promoter of contests, has outlined already a regular circuit of southern events for next winter. His list includes automobile races at Ormond, Florida; motor boat races at Palm Beach; motor boat races at Miami; motor boat races at Nassau; automobile races in Cuba, and both sorts of contests at Charleston, S. C.

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A TRULY horsey feature of the regular thoroughbred running track variety is to be introduced into the automobile racing this season. It is the formation of racing partnerships and the keeping of a "string" of racers. The first step in this direction has been taken, as might have been expected, by E. R. Thomas, who has been prominent as a turfman for several years. He has formed a racing partnership with O. F. Thomas, owner of the record-breaking De Dietrich car, driven in Florida and Cuba by H. W. Fletcher. O. F. Thomas is no relation to E. R., but the fathers of both were at one time business partners. Fletcher will drive the racers of both men at various times. The Messrs. Thomas, it is said, will have a number of fast track machines built for Fletcher, and it is their intention to have Fletcher race against Barney Oldfield. They are now negotiating with the Ford and Speedway motor car companies for a suitable car for Fletcher to drive, and if all goes well there should be some great racing between Fletcher and Oldfield this summer. In the Vanderbilt cup race it is said that Fletcher will drive O. F. Thomas' De Dietrich car, while E. R. Thomas will probably handle his own machine. O. F. Thomas hails from Lyons, N. Y., though at present he lives at the Waldorf with his father.

It will be gratifying news to many racing enthusiasts who have followed the career of Herbert Lytle since he entered the competitive end of the sport, to learn that the stocky built Toledo driver has been selected to drive the new Pope-Toledo racer in the Bennett Cup race which is to be held in France next June. Lytle's excellent work on the track, and his phenomenal showing with the 24-hp. Pope-Toledo touring car in the Vanderbilt cup race, when he finished ahead of all other American cars, proved him not alone a daring pilot, but one of great skill and judgment. Immediately after that event, AUTOMOBILE TOPICS spoke of Lytle as one of the coming great drivers, and his record certainly justifies the statement at this time that no better driver ever went abroad to compete in an international cup race. The Pope-Toledo car which Colonel Albert A. Pope has entered for the Bennett cup contest will be finished within a couple of weeks, and may be sent to Ormond for its preliminary trial. Although no details of construction have been given out, it is known to be a car of six cylinders, built to go a long distance, at about 75 miles per hour, and having many new and original improvements in design and construction.

FRANCE is to try beach racing. A stretch of sand at Royan, on the Atlantic coast, has been selected, and the first contest is to be held in September. It is proposed to hold mile and kilometer speed contests and a handicap for all classes of vehicles, to be run off in heats and a final. The program will include several motor boat events, among them being a race from Royan to Bordeaux and back, a distance of 120 miles.

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WHILE he was at Ormond, Florida, with the De Dietrich car that captured the Vanderbilt Cup, and later, in Cuba, broke the one-mile road record, H. W. Fletcher was very retiring, and made a confidant of no one. Had he done so he would have received much more credit and praise for his performances than he did, as it now appears that Fletcher was having serious troubles, and that his fine feats were performed under handicapping conditions. It now appears that some of the other drivers having cars in the garage at Ormond must have been apprehensive of the prowess of the De Dietrich car, for all sorts of hindrances were put in the way of Fletcher, and several very mean tricks were put upon him. At one time the batteries were exhausted, at another a piece of cotton waste was put into the carburetor feed pipe, and again the carburetor was stolen. Fletcher had a busy time making repairs and borrowing materials to replace the damage caused by this maliciousness, and then he sat on guard day and night over his car until the time for the 100-mile race, so that he went into the contest in an almost exhausted condition.

LONDON is promised an automobile race track, to be especially built for the purpose and located "within three miles of Piccadilly." Imre Kiralfy, whose spectacular productions have made him famous, is back of the scheme. It calls for the construction of a racing track one and a quarter miles to the lap, 40 feet wide, and banked to any speed. It will be designed by a well-known expert, and will be round the new exhibition grounds, which will also contain a cycle track and fully equipped athletic arena, besides many other attractions.

E. R. THOMAS, only slightly damaged, and still very much in the racing arena, arrived in New York from Cuba on Sunday last. He said that, in spite of accidents, he was mightily pleased with the Cuban course for racing, and thinks that it will become the scene of some fine and historic competitions. He said that he will drive his racer on the course next year, which should convince doubters that the Cuban road is better than any found near New York or elsewhere.

A. C. WEBB, the skillful driver of the Pope-Toledo racer, is considering the advisability of retiring from the racing game. Webb's mother is trying to dissuade him from continuing to drive racing cars, and as she is wealthy and willing to make it worth his while financially to quit, the sport is quite apt to lose this star.

London Cabbies Become Alarmed

THERE the 1,200 cab drivers in London, and they are becoming seriously alarmed over the prospect of motor vehicles putting them out of business. Not long ago they met and discussed the matter. They were inclined to be pessimistic, and one speaker advocated a method of combating motors which has already been tried and found wanting, viz., to refuse to get out of their way. A more sensible speaker argued that motor cabs were bound to come in the near future, and that the cabmen of to-day had better learn to drive them. But this counsel did not at all raise the spirits of the meeting.



attending various society functions.

ONE of the most beautiful women in New York and vicinity is Mrs. A. P. Morosini, who has lately become a convert to the automobile. Mrs. Morosini, who has a handsome residence at 39 Glen avenue, Mount Vernon, is sometimes seen about the country roads, in the vicinity, in a big touring car, and when in New York she always uses a motor car for shopping, calling, and

Mrs. Morosini was formerly Miss May Washington Bond, of Newark, N. J., and went out a great deal in society in that place and in New York City. She was the acknowledged belle of the Charity Ball in 1898-1899, at the Waldorf-Astoria, where she attracted much attention on account of her great beauty, and there was much competition on the part of the young men in attendance to pay her attention. She is a lineal descendant of the George Washington family, and is a member of various patriotic societies. Since her marriage to young Morosini she has been living quietly in the country, and is very fond of out-of-door sports.



MRS. A. P. MOROSINI
Photo by Davis & Sanford

MRS. WILLIAM ASTOR sailed on Tuesday of this week for Europe, on the Kaiser Wilhelm der Grosse. She will remain abroad until late in June, when she will return and open her villa, Beechwood, in Bellevue avenue, Newport. On Mrs. Astor's arrival in Europe she will go at once to London to be the guest of her son-in-law and daughter, Mr. and Mrs. George Ogilvy Haig, at their home in Brook street, Grosvenor square, for a few weeks. Later Mrs. Astor will go to Paris, not to make her home at the Hotel Liverpool, as she did some few years ago, but to occupy her apartment in the Champs Elysées. This apartment was leased by Mrs. Astor several years

ago, and has been her home in the French capital for nearly a dozen years. After she has passed some time with relatives and intimate friends in Great Britain during the spring, Mrs. Astor will go to the Continent for a brief visit to one of the

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resorts. She expects to be in London for part of the fashionable season, and sail for New York late in June.

MR. AND MRS. REGINALD C. VANDERBILT, who have been making the rounds of the bench shows, have returned to Newport. Mr. Vanderbilt is often out in one of his motor cars.

LAKEWOOD is enjoying a lively and prosperous season, and all one hears talked about now is the automobile meet to take place in April. A meeting was held this week at the Lakewood Hotel to consider some of the preliminary plans. There have been many entertainments at Lakewood the past week, some of those entertaining being Mr. Walter Bynner, Mrs. Henry Lloyd Herbert, Mrs. Charles Kingdon and Mrs. W. Ross Proctor.

PRIVATE car parties continue to arrive at Palm Beach every day, and the place, in that respect, quite keeps pace with the reputation it had several years ago. Mr. Harry S. Black has a car here, with a party of men from New York, including Messrs. Loyal L. Smith, Walter C. Taylor, Henry B. Livingston and Colonel Frank Ray. Mr. J. Lorimer Worden came down with them, and was later joined by Mrs. Worden. Mr. James Stillman has a car here, and is accompanied by his daughter-in-law, Mrs. J. A. Stillman, and her two little children. They spend much time on Lake Worth every day, and have a motor boat launch engaged by the week. Mr. and Mrs. H. McK. Twombly also have a car party here, and a large suite of apartments at the Royal Poinciana. They enjoy life on the water, fishing, and are usually seen with Miss Ruth Twombly, Miss Cryder, Mr. J. Bowers Lee and Mr. Robert Bacon.

They Knew Something

HE was a legislator in a Western State, but it also happened that he was an automobilist. Consequently, when a bill aimed at automobiles was up for discussion he offered an amendment striking out some of its most obnoxious features. This brought to his feet the author of the bill, who inquired with some heat if the amendment had not been prepared by "the automobile people."

"Yes, by people who know something about machines, which is more than you do," answered the automobilist legislator.

"No, I'm too poor to own one," said the autophobe. And then the Speaker rapped with his gavel.

Record Price for American Motor Car

THE record price of \$11,000 for an American-made automobile has been paid by Carl Hoster, of Columbus, O. He has bought the Pope-Toledo "Pullman" that attracted so much attention at the shows of both Paris and New York. Mr. Hoster bought the car with an extra touring body. The "Pullman" is considered the most luxurious car ever turned out in this country, and with its engine of 50 horse power can travel at better than a mile-a-minute pace.

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As was expected, the New York State Senate last week passed the Armstrong concurrent resolution providing for the submission to the people of the amendment to the constitution for a \$50,000,000 bond issue for good goods. The vote was practically unanimous, only two senators—Hinman, of Broome, and Cassidy of Schuyler—voting in the negative. The bill now goes to the

Assembly, where it is expected to meet with no opposition. After its passage there, and its approval by the Governor, it will be submitted to a vote of the people.

If plans made do not fall through, Minnesota will soon have a highway commission, and enter upon a comprehensive and well digested system of improved road building. The Legislature has agreed on a highway commission bill, which creates a State highway commission of three members, to be appointed by the Governor January 1, 1906. The board is to elect a secretary, who is to be a competent civil engineer and road builder. He is to be called State engineer, and is to receive a salary of \$1,800. A stenographer is authorized at \$50 a month. The commission is also to employ such expert road builders as are needed. An appropriation of \$6,000 a year is allowed. The commission is to investigate and determine the location and character of all road material, to ascertain approved methods of construction and improvement of roads, and to hold public meetings throughout the State. An annual report is to be made to the Governor before December 15. The bill levies a State tax of one-twentieth of a mill, which, with money accruing from the internal improvement land fund, shall constitute the State road and bridge fund. This fund is to be apportioned according to the needs of the various counties, and according to the money spent for roads. The State is not to give any county more than three per cent. or less than half of one per cent. each year, and not more than one-third of the total spent in each county for roads.

NEGLECTFUL counties in New Jersey will henceforth fare poorly in the matter of obtaining State aid for improved roads, if a bill introduced in the Senate by Senator Hutchinson becomes a law. The bill was prepared at the suggestion of former Senator Elijah C. Hutchinson, the newly appointed State road commissioner, and makes some important changes in the present law. It maintains the ~~present~~ feature of the State paying one-third the cost of roads built according to State specifications, and makes three important changes. These are the refusal of State aid to counties which neglect to repair roads already built, putting road supervisors under State control and on State salary, and making State approval for new roads void if not acted on within three months.

AFTER a year spent in investigating the construction and condition of roads, the special committee appointed by the New York State Senate presented its report

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last week. The committee sums up by saying that it has looked into the condition of the system in New Jersey, Connecticut and Massachusetts, and concludes that the one followed in New York State is better adapted to its needs.

FIFTY-SEVEN counties have applied under the Armstrong-Higbie law for highway improvement, and other statistics concerning the same statute are: Mileage petitioned for by counties, 5,466; mileage for which plans have been approved by counties, 1,674; amount provided by counties at time of approval of plan, being counties' half of cost of improvement of mileage approved, \$7,537,442; amount appropriated by the State to be applied toward its half of cost of improvement of mileage approved, \$3,173,265; excess of appropriations by counties over appropriation by State for highway improvement, \$4,407,301. Under the Fuller-Plank law, the mileage under the labor system was 42,517, and under the money system \$30,893. Amount raised by towns, \$2,640,929, and amount paid by the State, \$924,480.

SINCE the agitation for good roads began in Florida, the most progressive counties have built from 50 to 100 miles of good roads. These roads are pushing out into the country to connect the larger settlements and best lands with the shipping points. This work progresses slowly, as it is done by county tax. Where such roads have been constructed, lands have advanced in value many times the entire cost of the work, and products grown for the markets of the world pay handsome profits, which in other sections go to pay the heavy expense of transportation.

A HEARING was held in the New York City Hall last week, at which the Automobile Club of America, the road drivers' and cyclists' organizations united in urging that Seventh avenue, from 110th street to the Central Bridge be paved with bituminous asphalt. It was objected that this is a patented composition, and as such the city cannot use it. The representatives of the bituminous asphalt concern thereupon declared that they would throw open the market, so that any contractor might obtain the material and bid for the work. The authorities then took the subject under advisement, to consult with the corporation counsel.

ONE branch of the Missouri Legislature—the House—has passed a joint and concurrent resolution providing for a constitutional amendment to levy a tax of five cents on the \$100 valuation and to set this aside as a permanent fund for public roads and highways.

ASSEMBLYMAN WEST has introduced in the New York Legislature a bill which is frankly admitted to be inimical to the Armstrong-Higbie law, inasmuch as it gives the various counties "home rule," i. e., control over roads they may construct, instead of turning them over to the State engineer. The bill is intended to foster the building of cheap dirt and gravel roads, costing from \$800 to \$1,200 per mile, by counties too poor to undertake the construction of better ones costing \$5,000 to \$12,000 per mile.

AUTOMOBILE TOPICS



IN plain sight of the passenger is the Taximeter which is being fitted to Paris motor cabs. It is attached to the front seat, and so arranged that the large glass-covered dial is immediately in front of the occupant of the rear seat. This dial records the distance traveled, and from it the cabby must compute his charge.

SPANISH royalty is evincing a growing fondness for automobiling. The Dowager Queen of Spain recently purchased a 20-hp. Renault car, with a special landaulet body by Kellner.

FRENCH makers are said to be in a better position to make early delivery of cars than for several years. Whatever delays may occur are likely to be due to the coachmakers.

A CORPS of automobile volunteers is being organized by the Austrian Minister of War. It is to be attached to the Landsturm, and is to be divided into three groups of (1) officers carrying orders, (2) drivers for manoeuvres in time of peace, and (3) members undertaking to supply automobiles to the army in time of war. During manoeuvres the automobile volunteers are to be attached to the Army Service Corps, and the first group will be specially instructed to transport orders of officers and generals and members of their staffs. The Landsturm is the last reserve of the Austrian army.

FIVE HUNDRED motor omnibuses is the number that is expected to be running in London within a year. One line has 300 horse-drawn 'buses which are to be replaced as quickly as possible by motor vehicles. Another line, the London Road Car Company, expects to do the same work with 350 motor vehicles as they are now doing with 460 horse-drawn omnibuses and 5,500 horses. The new London Motor Omnibus Company, which is soon to compete with the old companies, is putting fifty motor vehicles on the streets.

The drivers of the horse-drawn omnibuses are receiving their training at the premises of the various makers. There they go through a practical course of instruction, which includes a sound knowledge of repairing. As each car is completed, the driver, after undergoing his course, takes his omnibus to Scotland Yard, where he is required to pass a series of driving and other tests before receiving his license.

A TRIAL for voiturettes is to be held by the staff of *L'Auto*. The cars will be submitted to a test of reliability over a distance of from 250 to 300 kilometers—about 150 to 180 miles.

AUTOMOBILE TOPICS



It was not to be expected that all the individuals in an organization of six hundred members would be entirely satisfied with the work of a small committee in selecting a site for a new club house, and there very naturally has been some complaining in the Automobile Club of America over the site for the new house chosen on Fifty-fourth street, New York, between Broadway and Eighth avenue. The objectors are those who set store by a Fifth avenue address for the club house, and the delights of gazing from the windows at scenes of interesting activity. The present club rooms are finely situated for a pleasant view of the Park Plaza, and yet this has not attracted as great a number of members to the quarters. There are always vacant windows in the new location the view from the windows is not enticing, but the executive committee, which has the support of a great majority of the club members with it, holds to the argument that suitable garage accommodations are of prime importance, and a pleasant window prospect secondary. It is probable that all the members will come around to this view of the matter.

MEETING of the governors of the Automobile Club of America was held on Friday of last week, at which the tentative plans for the new club house were submitted by Ernest Flagg, the architect, and discussed. Changes were suggested, and duplicate drawings of the plans ordered. The plans have not been finally decided upon, and before they are it is probable that they will be submitted to the members by being posted on the bulletin board.

SINCE the site for a new house has been selected there has been a rush to enroll on the Automobile Club of America's lists, and the limit of membership, recently extended to 700, has been almost reached. At the last meeting of the governors, 37 new members were elected, among them the following: Timothy L. Woodruff, Edward L. Hewitt, G. Howland Leavitt, William G. McAdoo, George C. Rand, Charles H. Dewitt, William H. Page, Jr., F. K. Pendleton, E. P. Price, Charles H. Tweed, Charles M. Pratt, Harold I. Pratt, George D. Pratt, Christopher M. Lowther, Walter B. James, Thomas Hastings, Sidney B. Bowman, C. H. Hyde, William P. Jenks, W. G. Street, J. Amory Haskell, Charles A. Hanna, J. W. Bowman and F. H. Wiggin.

CLUB life is flourishing in California, and the organizations there have not yet lost enthusiasm for club runs. On February 11 the Automobile Club of Southern California held its fourth annual club run, leaving Los Angeles Saturday morning by the way of Pasadena, and proceeding through Monrovia, Duarte, Azusa, San Dimas to Pomona, where the members and friends of the club met at the Hotel Palomares for luncheon. At one o'clock the start was made for Riverside, going by the way of South Cucamongo Station, and arriving at the Hotel Glenwood about three o'clock in the afternoon. At the hotel arrangements had been made by the committee on runs and tours, consisting of Messrs. N. O. Bagge and Gail Borden, for a banquet and accommodations for the night.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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A Higher Court for the A. A. A.

A BOARD of appeals should be constituted by the American Automobile Association at once.

So long as the chairman of the racing board of the A. A. A., and other members of it, consent to serve as referees, judges, umpires and timers at races and other contests, there should be some court to which contestants who are, or who fancy themselves misjudged, may turn in appeal from the hasty decision made on the track.

While the members of the racing board are officiating at race meets, anyone who is dissatisfied has nowhere to turn for redress, except to the same track officials in their capacities as racing board members. This is a situation that suggests the subterfuges of Pooh-Bah, of comic opera fame, and it is intolerable.

It is natural that the members of the racing board should be sought for as officials at race meetings. They should make desirable officials because of their familiarity with the rules and their desire to conserve pure sport. There is no objection to their serving at race meets, excepting that they may at times be called

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upon to review, as members of a court, their own acts as individual officials on the field. This is contrary to the spirit of American institutions and to the best interests of good sport.

There is no question about the integrity of the men, either as race meet officials or as members of the racing board, nor even any question of their ability to review their own acts without prejudice. There is a principle at stake.

Referees, judges, and other officials, are human and are fallible. A man of spotless integrity and rarest ability may err in making a decision during the heat of conflict and controversy on the scene of competition. It is one of the fundamental American ideas that a man may be able to appeal from the primary court; and no matter how honest he may be, the judge of the lower court should not sit in the higher court to pass upon an appeal from his own decision. This is what must be done, however, under the present custom. A man who wants to appeal from the decision of the referee is apt to find the same referee presiding in the court to which he appeals, namely, the racing board.

It should be possible to appeal from the decision of any referee or board of judges. It should be possible, also, for the members of the racing board to officiate at race meets. In order that both may be done, and the standards of automobile racing raised to a higher plane, a board of appeals must be created. There is much in the names of things and in methods, and even in appearances, when good government is sought.

A board of five persons should be created immediately to hear all appeals, and they should be men not in any way identified with automobile racing or the industry. They would not have to confer more than once or twice a year, and could decide cases by correspondence and a mail rate, as all evidence would be submitted to them in writing.

A competent board of appeals might be composed of A. R. Shattuck and George F. Chamberlin, of the Automobile Club of America; the president of the National Trotting Association, James E. Sullivan, secretary of the Amateur Athletic Union, and the president of the New York Athletic Club.

Less than three years ago the Cape-cart hood made its appearance on automobiles. It was an attempt to provide a partial covering for the passengers, yet without loading the car down with a heavy top that could not be removed or thrown back when desired. It has grown steadily in popularity since then. This is not at all surprising, as it is really—in spite of its name and its alleged Cape of Good Hope origin—nothing more than an adaptation of the folding top used by the hundreds of thousands of horse-drawn buggies in this and other countries.

Chapman Settles With Seldenites

AFTER making a tremendous protest at the time he was sued for infringing the Selden patent, and declaring that he would fight to the uttermost, Melville D. Chapman, the New York stock broker has quit and settled the case after only a small portion of testimony had been taken, or rather E. R. Chapman, father of the defendant, settled the case in the latter's absence, which, in a way, makes it easier for the younger man.

A consent decree of infringement against M. D. Chapman, in favor of the Electric Vehicle Company was entered by Judge Lacombe in the United States Circuit Court on Friday of last week.

Mr. Chapman was sought for an explanation of his having surrendered in the case, but at his office it was learned that he was in Mexico. E. R. Chapman, his father, and the senior partner of the firm, said that he had settled the case, because going to court to testify and attending to other details of the defense of the suit was interfering too much with his business, and taking more valuable time than he could afford for the few hundreds it would cost to settle. Mr. Chapman further complained that the plaintiffs declined to let the individual suits rest and be decided by the result of the suits against corporations now in progress, and that to follow the case would have entailed going over the mass of evidence taken in the other cases, involving months of time and thousands of dollars. Mr. Chapman said that he had settled the case without the knowledge of his son, which relieves the junior from any embarrassment in the premises.

A Basic Patent Rumor

A REPORT was current early in the week about a fundamental patent on ignition being acquired by the newly formed independents, or American Motor Car Manufacturers' Association. Job Hedges, counsel for the organization, professed ignorance of it, and at the offices of the licensed association nothing could be learned. Nothing more than the mere rumor, which apparently came from the West, has been heard of the matter.

Counsel Hedges says that the A. M. C. M. A. is not formed to conduct patent fights, and that he is not a patent lawyer. The organization is flourishing, however, with about twenty members. One of its early moves will be to organize an engineers' branch for mutual improvement in constructional ideas.

New Rambler Factory in the East

A SITE for a factory in the East is being sought by the Thomas B. Jeffery Company, of Kenosha, Wis., makers of Rambler cars. As yet no definite plans have been made, but an additional factory has been projected and applications from various cities in the East have been submitted. There is no intention to abandon the plant at Kenosha, and if a new factory is built in the East it will be simply an extension of the business.



There should be this year a considerable increase in the number of repair shops that do vulcanizing, according to J. W. Bowman, of the Fisk Rubber Company. J. C. Cole, the superintendent of the Fisk factory, was one of the first men to develop the tire vulcanizing apparatus, and it is the recent increased demand for these outfits, which the Fisk people manufacture and sell to all corners, on which Mr. Bowman bases his statement.

It seems like turning back the hands of the clock to talk of premiums at this stage of the automobile game, but that is just what Manager Hurlburt, of the Packard New York branch, is doing. He stated to an AUTOMOBILE TOPICS man on Monday that he will cheerfully pay 10 per cent. to any Packard agent who has a car on order for early delivery. As this means \$350 it would seem as if he would receive many offers, but such is not the case. The dealer lucky enough to be slated for delivery of a Packard car is not parting with his bargain, even for a 10 per cent. bonus.

Work is well under way by the Hartford Rubber Works Company on a book of Good Roads and Tours, which the well-known makers of the Dunlop and Hartford tires will shortly bring out. The book is in handy pocket shape, bound in red leather, and will contain maps and letter press descriptive of the principal automobile routes in the United States. A "Motorists' Garage and Hotel Directory" is included, and gives a complete list of hotels and garages in the country covered by the book.

As an evidence of Haynes stanchness and durability, Manager R. P. Parker, of the local Haynes-Apperson branch, is telling the story of a five-year-old car which was recently brought to him for overhauling. A careful examination showed that an expenditure of \$50 was all that was required to put it in apple-pie order and fit for many more thousands of miles of running.

Punctures Come

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BUFFALO, 893 Main St.	MONTREAL, CANADA.
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A CHASSIS of a 1905 Thomas "Flyer" was sent to the Y. M. C. A. automobile school in Buffalo by the E. R. Thomas Motor Company last week, and furnished the topic for one of the series of lectures being conducted at the school. The patent sliding gear transmission, safety device in rear hubs, non-gear stripping device, auxiliary gasoline tanks, mechanical chain oilers, latched throttle control, patent chain pull and single commutator and coil, the features of this well-known machine, were taken up in their order and their merits explained to the beginners. The E. R. Thomas Motor Company, as well as other local manufacturers, realize the amount of good being done by this automobile school, and stand ready to assist the project in every possible way.

THE third issue of the *Automobile Builder*, which bears the imprint of Hayden Eames, selling agent for the Federal Manufacturing Company, is out. It contains a number of instructive articles dealing with the automobile industry, one of the most noteworthy being a comparative table showing the expense account of a wagon and a motor-driven vehicle delivery system. The *Builder* is smartly edited and printed and contains much of permanent value.

SINCE C. B. Rice & Co. took control of the Baker electric car in the metropolitan district, sales have received a decided impetus. The Rice store is located at Fifty-eighth street and Broadway, but one block from Central Park, and is admirably situated for the purpose of selling and demonstrating. A recent sale was that of a Baker electric to a Singapore dealer, who is spreading the Baker gospel in the Straits Settlements.

ONE of the lucky buyers of 30-35-hp. Locomobiles—of which type only three cars of the entire 1905 product remain unsold—is ex-Mayor Fred. W. Wurster of Brooklyn. He has purchased the car from the I. S. Remson Manufacturing Company, the Brooklyn agents of the Locomobile Company. Thomas E. Colby, of Brooklyn, has also purchased two of these cars.

UNDER the title of "Comparative Frictional Tests," the Hyatt Roller Bearing Company is circulating in pamphlet form a report made by Arthur L. Williston, M. E. and

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chief of the mechanical department of the Pratt Institute of Technology, Brooklyn, covering comparative tests showing the friction of several types of bearings under various conditions; also the starting torque in various bearings under different conditions. The tests show the very marked superiority of Hyatt bearings over cast iron and bronze bearings.

MANAGER PERCY OWEN, of the Winton New York branch, returned this week from a trip to the factory, undertaken for the purpose of hurrying shipments of the Model C Winton. More than twenty of them have been delivered to date. The first of the Model B Wintons is now on its way, and is expected to reach New York this week.

AFTER an absence of eight months, Albert Champion is returning to this country on the Lorraine. He will go direct to Boston, to the Importers' show, where he will assist Kenneth A. Skinner. After the close of the show Champion will come to New York, where he will embark in the automobile accessory business. While in Europe Champion returned temporarily to his first love, the bicycle racing game, winning the championship of France.

A FULLY-EQUIPPED repair shop is being added to the C. G. V. establishment at 244 West Sixty-ninth street, New York city, and will be in operation by April 1. The concern has arranged for a full line of exchange parts of C. G. V. cars, and in conjunction with the repair shop, in which are employed expert French workmen, will be able to give prompt attention to any work entrusted to them.

UNDER the style, Motor Car Specialty Company, a company was incorporated under New Jersey laws last week, with \$70,000 capital, to manufacture motor car specialties. The incorporators are Edward S. Lea, John O. Hart, and George E. Dunn, all of Trenton, N. J.

SOME natural elation is felt by the Peerless Company over the sale to John D. Rockefeller of a 40-hp. Peerless car. It has a limousine body, finished in deep crimson.

EXTENSIVE alterations to the Winton Philadelphia branch are being made, and when completed it will be one of the most finely appointed in the Quaker City. An entirely



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new front and new entrance to the office are being put in, and the repair shop has been supplied with additional machinery until it is equipped to cope with any work presented.

Two distinguished users of Packard cars this season will be United States Senator Aldrich of Rhode Island and John B. Herreshoff, the famous designer of marine craft. The sales were made by Elliott Flint, the Providence agent of the Packard company.

ANOTHER automobile school has been inaugurated under the auspices of the Young Men's Christian Association, this time at Dayton, O.

The preliminary step was taken by inviting all interested to attend a lecture on the "Construction and Care of an Automobile," by R. Harry Croninger, sales manager of the Dayton Motor Car Company. About seventy-five responded. At the close of an entertaining lecture, the plan of the Dayton Automobile School was presented.

The course will consist of eight lectures or practical talks by experts, accompanied by thorough demonstrations wherever possible. These talks will be given once a week, some of them in the Y. M. C. A. building and some of them in the garages and repair shops of the city.

LAST week the Pope branch in this city delivered to Jefferson Seligman the Pope-Toledo car ordered by him some time ago. It is a handsome vehicle, finished in white and with a Cape-cart top.

THE first of the four cylinder Haynes cars is expected to reach New York this week or next. It was shipped from the Haynes-Apperson factory at Kokomo last week.

AMONG the European users of the Oldsmobile is Count Clarence de Rosen, president of the Swedish Automobile Club. He drives an Oldsmobile tonneau.

THE new Philadelphia store of the Maxwell-Briscoe Company has been a success from the start, more than a dozen orders having been booked.

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Coming Events

At Home

July 15—Touring car contest for Glidden trophy.

Aug. 15 to Oct. 15—Race for W. K. Vanderbilt, Jr., cup.

Show Dates

March 6 to 11—Buffalo Automobile Show.

March 13 to 18—Boston Importers' Salon.

March 11 to 18—Boston Automobile Show.

March 27 to April 5—Washington Automobile Show.

April 10 to 15—Denver Automobile Show.

Abroad

March 15—Copenhagen Automobile Exhibition.

March 18 to 25—Agricultural Hall Exhibition.

March 10—Tour de France.

April 1—Light van trials, Automobile Club of Great Britain.

April 1 to 16—Monaco meeting.

April 14 to 23—Nice A. C. meeting.

April (late)—Mediterranean Cup race.

July 15—Kiel Fortnight.

July 15—Motor boat contest from Calais to London.

July 20 to 25—Ostend Week: Motor boat races.

July 30—Circuit des Ardennes, France.

August 1 to 13—Paris-to-the-Sea.

August 10—Gaston Menier Cup race, Trouville.

August 11—Drexel Trophy race, Trouville.

August 10 to 16—Touring car contest for Herkomer Trophy.

August 15—Havre regatta.

August 20—British International Cup race.

September 2 to 10—Chevalier Florio Cup race, Milan, Italy.

September 11—British International Cup race, Arcachon Bay.

September 12 to 14—Lucerne Motor Boat race meeting.

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Classified Advertisements

Advertisements under this heading will be charged at the rate of 5 cents per word for the first insertion and 3 cents per word for each subsequent insertion, cash to accompany order.

ANNOUNCEMENT—D. D. HOLMES, FORMERLY OF BANKER BROS. CO., BEGS TO ANNOUNCE TO HIS FRIENDS AND CLIENTS THAT HE HAS ASSOCIATED HIMSELF WITH THE WAYNE MOTOR CAR CO., OF NEW YORK, WITH OFFICES AT NOS. 308 AND 310 WEST 59TH STREET, NEW YORK CITY. TELEPHONE 2060 COLUMBUS.

FOR SALE. Two-cylinder Peerless, perfect condition, used only one month, price \$1200, terms easy. Discount for all or part cash. Address, Gmo. N. PRATT, 100 State St., Chicago, Ill.

THIRTY-FIVE to FIFTY second-hand machines in stock. Send for descriptive sheet with prices. Haymarket Automobile Station, E. P. Blake, Mgr., 15-21 Hawkins st., Boston. Agents for Jackson Touring Car, Marsh Runabout, Marsh Motor Cycle. Send for catalogs.

WANTED. The following back numbers of **AUTOMOBILE TOPICS**—Feb. 29, 1902, May 4, 1902. Address, J. K., care **AUTOMOBILE TOPICS**, 1440 Broadway, New York City.

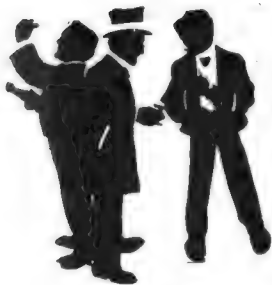
BARGAIN: 1903 WINTON. PERFECT CONDITION, NEW CYLINDERS, NEW TIRES, BASKETS, LAMPS, TOOLS, \$900 CASH. H. T. ALEXANDER, 17 STATE ST., CITY.

FOR SALE. A very fine 14 H.P. Renault, 1903. Address, H. P., 1684 Broadway.

WANTED—Back numbers of **AUTOMOBILE TOPICS**, as follows: Vol. 1, Nos. 1 to 13 inclusive, Vol. 2, Nos. 3, 4, 6, 7, 9, 10, 11, 12, 13, 14, 15. Needed to complete my files. Write if you have copies, and price. Address Motorist, care **AUTOMOBILE TOPICS**.

FOR SALE
1904 AUTOCAR
Red. Wheel Steer. First-class Condition. Used as Demonstrator. Cost \$1,700, will sell \$800.
INDIANA AUTO CO., - Indianapolis, Ind.

Mention "Automobile Topics" when writing.



POMMERY CHAMPAGNE

THE STANDARD OF QUALITY

ONE REASON WHY POMMERY CHAMPAGNE MAINTAINS ITS POPULARITY WITH THOSE WHO DEMAND THE BEST OF WINES IS THAT THE POMMERY STANDARD OF QUALITY IS NEVER LOWERED IN ORDER TO JOIN THE RACE FOR QUANTITY

CHARLES GRAEF & COMPANY, SOLE AGENTS UNITED STATES, 32 Beaver Street, NEW YORK



HIGHEST GRADE OF Automobile Garments OF EVERY DESCRIPTION

Our new styles of LEATHER garments for ladies and gentlemen now on exhibition in our showroom.

FUR GOODS at greatly reduced prices.

We carry a full line of RUBBER and SILK COATS, DUSTERS, GOGGLES, VEILS, HATS, HOODS, APRONS, ROBES, ETC.

Chauffeurs' CLOTH coats and suits (waterproof) in great variety.

SCANDINAVIAN FUR AND LEATHER CO.
16 WEST 33d STREET. NEW YORK

ONLY FIRM OF ITS KIND IN AMERICA

Mention "Automobile Topics" when writing.

Standard Parts For Power Trucks and Wagons

THE marked economy of power wagons for delivery, express and truck service, and their superior reliability when in reasonably intelligent hands, is so well established that those who are conversant with the facts cannot fail to see that power wagons are rapidly beginning to supersede horse service.

PARTS WE SUPPLY:

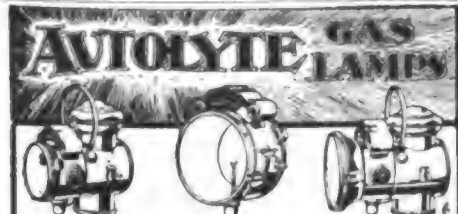
Steering Gear—complete, Front axes—complete, Hub Brakes, Chains, Sprockets, Distance Rods, Countershaft and Reduction Gears, Countershaft Brakes, Motor Hangers, Electric Motors, Controllers and Accompanying Details.

Send for Catalogs Nos. 2, 3 and 5.

Touring Car Parts—Catalogs Nos. 6, 7, 8 and 9.

FEDERAL MANUFACTURING CO., Elgria, Ohio

Selling Agent, HAYDEN LAMES,
American Trust Building, Cleveland



AUTOLYTE GAS LAMPS

The lamps that combine American ingenuity and foreign experience—practical as well as ornamental.

THEY LIGHT THE WAY

Prices \$7.50 to \$40. Automobile makers and dealers everywhere catalogue and recommend these lamps. Ask your dealer to show you the Autolyte Lamps and Generators, or write to us for booklet of lamps, horns and launch whistles.

A. H. FUNKE, 85 Chambers Street, New York

SPLITDORF COIL The Standard Automobile Sparker. Has stood the test of time. Adopted by all first-class manufacturers. Perfect insulation has placed the Splitdorf Coil where it is today. Accept no cheap imitations. Splitdorf Coils are wound with pure silk covered wire. Get the best; it will prove the cheapest in the end.



C.F. SPLITDORF, 19-27 Vandewater St., New York

Mention "Automobile Topics" when writing.

Hand Book of Gasoline Automobiles Issued for the Information of the Public who are interested in their Manufacture, Sale and Use

THIS NEW EDITION of this handsomely bound and artistically printed book, containing illustrations of about 125 gasoline cars, will be ready for mailing about March 15th, 1905. The products of the principal manufacturers throughout the United States of America and the Importers of gasoline machines are shown by illustrations and specifications. These specifications form a series of the leading questions that arise in the mind of the purchaser, with the answers thereto in red ink. The questions being uniform, the ease of comparison is obvious and the purchaser is enabled to select the machines which are best suited to the service required, to his personal taste, or the means at his command. The 1904 edition is now out of print.

SENT UPON RECEIPT OF 6c.
IN STAMPS FOR POSTAGE

**ASSOCIATION OF LICENSED
AUTOMOBILE MFRS.**

Room 1004

No. 7 East 42d Street, New York

BUY THE BEST BATTERY

The "Geecee" Dry Battery

for Automobile Use

Size 2 1/2 in. x 6 in.

A Battery that has been time-tested and tried. Noted for its long life. Is steady, durable and reliable. The only Battery in America made with as high amperage and voltage.

Particular attention given to manufacturing special shapes and sizes in quantities to order.

The

G. & C. Dry Battery Mfg. Co.

55-57 West Third Street

New York City

Driving Chains wear out in a few thousand miles. Chains cost Money. Buy a Patent Chain Boot for a few Dollars. We build them for all Chain driven cars. Your Chain will then last several Seasons instead of one. Protection from Mud, Dust, Grit. Write for catalogue and prices. Automobile Equipment Co.,
246 Jefferson Ave.,
Detroit, Mich.

Notice To The Trade

We have entered suit against the United States Agency of the MICHELIN TIRE CO. for infringement of G & J patents, and the trade is warned against the purchase of such tires.

The following manufacturers are licensed under G & J patents:

HARTFORD RUBBER WORKS CO.
THE B. F. GOODRICH CO.
DIAMOND RUBBER CO.
MORGAN & WRIGHT
FISK RUBBER CO.

CONTINENTAL CAOUTCHOUC CO.
GOODYEAR TIRE & RUBBER CO.
INTERNATIONAL AUTO. & VEHICLE
TIRE CO.
INDIA RUBBER CO.

G & J TIRE CO.

Main Office and Factory, INDIANAPOLIS, IND.

Mention "Automobile Topics" when writing

Wrapped Tread Construction

AS APPLIED TO

Diamond

DETACHABLE TIRES



262 of the 753 cars exhibited at all the shows thus far held, equipped with **DIAMOND** tires as against only 267 for the next two highest makes combined.

MEANS

- FIRST** An outlay of \$150,000 for equipment for manufacturing by this. the **Only Right Process.**
- SECOND** Tires more expensive to make in every way, but which will outwear from two to four full-molded tires—the kind that **have a mold mark on the tread.**
- THIRD** The use of rubber for the skeleton and clincher of the tire exactly suited to the purpose and cured with scientific accuracy. Rim cutting virtually eliminated. Another reason for **avoiding the mold mark.**
- FOURTH** The use of rubber for the tread that resists chipping, cutting, penetration and wear—a kind that **cannot be properly cured in molds.**
- FIFTH** That when the treads do at last wear down new ones can be applied repeatedly without injury to the rest of the tire—**an impossibility with full-molded tires.**
- SIXTH** Extra heavy gauge endless inner tubes, no cemented joints to work loose or leak. **Tubes that last.**

By June 1st., Tires showing a Mold Mark on the tread will be practically unsalable

ACTUAL SERVICE IS THE TEST THAT TELLS

GET OUR BOOK, "THE RIGHT USE OF AUTO TIRES," COMPLETE INSTRUCTIONS TO TIRE USERS, FREE FOR THE ASKING.

THE DIAMOND RUBBER CO., AKRON, OHIO

BRANCHES:

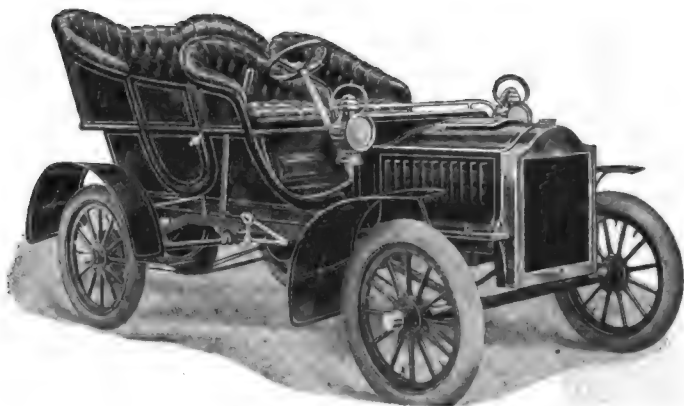
NEW YORK, 15 Warren Street
NEW YORK, 1717 Broadway
BOSTON, 174 Columbus Avenue
PHILADELPHIA, 304-6 N. Broad Street

BUFFALO, 715 Main Street
DETROIT, 310 Woodward Avenue
CLEVELAND, 323 Huron Street
ST. LOUIS, 3066 Olive Street
CHICAGO, 1241 Michigan Ave.

CHICAGO, 167-169 Lake Street
DENVER, 1735 Arapahoe Street
SAN FRANCISCO, 608 Mission Street
MINNEAPOLIS, 611 1st Avenue S.
ATLANTA, 94 North Pryor Street

Mention "Automobile Topics" when writing.

Oldsmobile



LOOK THE FIELD OVER and find its equal—if you can. This Touring Car gives you more for \$1,400.00 than you can get in any other car under \$2,500.00. It gives you 20 H.P.—enough to make easy work of the heaviest load you will want to carry—enough to make you feel easy in tackling the steepest hill you will encounter. It has a double cylinder motor—it has efficiency without complication. It has style and quality—it is the product of the most careful, skilled workmanship—the product of the policy that only the best material obtainable is good enough for an Oldsmobile.

When you have made a careful comparison of this car with other cars, you will understand why the Oldsmobile is the greatest selling proposition on the market to-day—why it was the only light car to be awarded a Gold Medal at the St. Louis Exposition.

If you are interested in further details, we will be pleased to send them. Address Dept. 27.

Olds Motor Works, Detroit, U.S.A.

Member of A. L. A. M.

Mention "Automobile Topics" when writing.

APPERSON



30, 40, 50 Horse Power Four-Cylinder Cars

**TWELVE YEARS OF ACTUAL EXPERIENCE IN
BUILDING GASOLENE CARS**

OUR FOUR-CYLINDER CARS HAVE BEEN TESTED FOR
THREE YEARS. We offer no long list of excuses called
improvements.

Our cars have always run well and our customers are pleased.

WRITE FOR OUR LARGE CATALOGUE

APPERSON BROS. AUTOMOBILE CO.

KOKOMO, INDIANA.

Branches: 66 W. 43d St., New York; 43 Columbus Ave., Boston; 394 Wabash Ave., Chicago.

Members Association of Licensed Automobile Manufacturers.

Mention "Automobile Topics" when writing.

The BIG FOUR of the

The Popularity of Our Cars

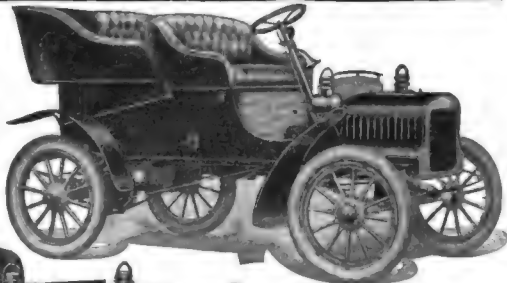
has created a demand for a complete line of Ford Models from which every users individual requirements can be satisfied.

Model C, \$950

Removable rear entrance tonneau, double opposed motor.

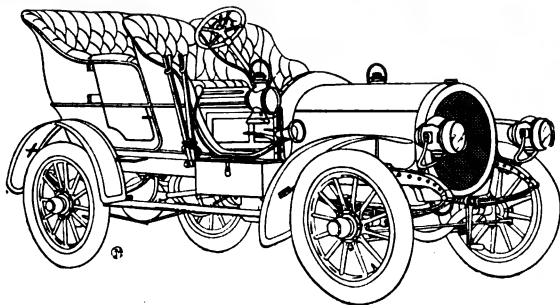
Model B, \$2,000

Side entrance tonneau, 4-cylinder vertical motor.



Detailed description of these models together with our new catalogue, describing unique Ford features will be sent on request

Ford Motor Co.
Detroit, Mich.



NATIONAL Model "C" Gasoline Touring Car

Five passenger, side entrance body, detachable tonneau, best of finish and trimming, new round radiator, oval hood, four cylinder 4 1/2 x 5 vertical, bevel gear drive, double ball-bearing slide gear transmission—direct on high, hardened steel gears, gear-driven commutator, rear wheels revolve on double ball-bearings on outside axle tube, all weight taken off inner axle and differential, spherical gear case, internal expanding metal to metal brakes, pressed steel frame, long wheel base, engine and transmission on sub frame, double steering connections.

24-30 H. P.

Price, \$2,500.

DISTRIBUTORS

New York: Homan & Shultz Co., Broadway and Thirty-eighth St.
Chicago: Hayden Automobile Co., 1337 Michigan Ave.
Boston: Lincoln Motor Co., 163 Columbus Ave.

NATIONAL MOTOR VEHICLE CO.

1008 East Twenty-second Street

INDIANAPOLIS, INDIANA

Mention "Automobile Topics" when writing.

National

What Do You Want
in an Automobile? Is it service or adventure? A four to sixteen mile-an-hour speed always at your command, or a racing machine?

National Electric Vehicles
are thoroughly practical; simple in construction. Easy for any one to handle; noiseless, smooth running; go at desired road speed, yet under perfect control always. Ample battery equipment—the most powerful electric made. Our Catalogue shows every style.

Electrics

St. Louis: Westminster Automobile Co., 480 Olive St.
San Francisco: F. A. Jacobs, 1231 Market St.
Springfield, Mass: Fowler Automobile Co.

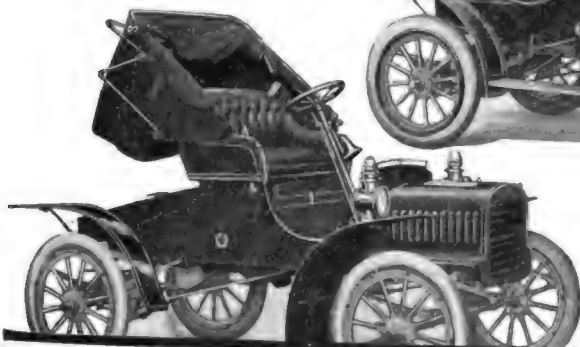
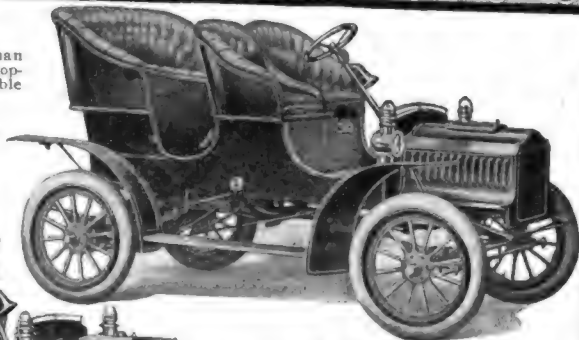
FORD LINE



Model F, \$1,200

is a larger and more powerful car than Model C, has the popular Ford double-opposed motor, divided front seat, double side entrance tonneau.

The Doctor's Car, without top, \$850
is especially designed for physicians.



Get a Ford demonstration of power in comparison with other cars and see the difference between actual power and rated power.

**Ford Motor Co.
Detroit, Mich.**

Canadian trade supplied by The Ford Motor Co. of Canada, Ltd., Walkerville, Ont.

The "Maxwell"

To you, who are in the market for a moderate priced automobile, the "Maxwell" should appeal. It is the thoroughly thought out answer to *your* demand for an absolutely reliable car at a price within your means.

Its marked simplicity in every detail and the small number of its parts are sure to make it the favorite car of the *average* American automobilist. Already it has become known as the car in which "there is nothing to do but ride."

Touring Car
New Price
\$1,400

The "Maxwell" cars have no pump (thermo-syphon). Their double opposed motor shaft drive is in front under the hood and easily accessible in every part. Bevel Gear Drive, Metal Bodies, Transmission Case and Crank Shaft cast in one piece of Aluminum. "Simply perfect and perfectly simple."

Tourabout
New Price
\$750

MAXWELL-BRISCOE

MOTOR CO.

TARRYTOWN,

N. Y.

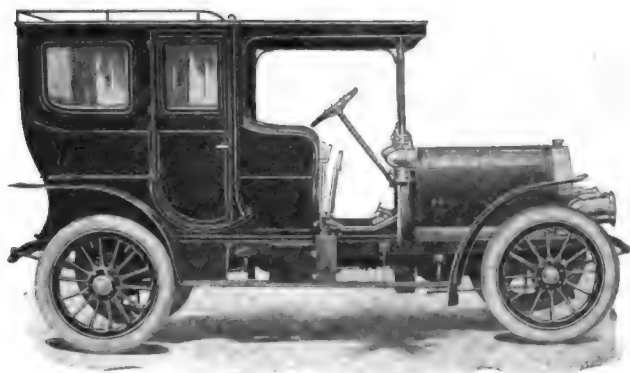


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The

Royal Tourist

"True Blue"



52-55 H. P.—GUARANTEED—2650 LBS.

\$4000.00

Direct, Flexible Shaft Drive. Free Driving Axle.
Perfect Throttle Control. No Mechanical Governor.
Automatic Lubrication of Motor and Transmission.
Greatest H. P. for Weight of CAR WITH LOAD.

Write Dept. 4 for Catalog and Nearest Agency.

THE ROYAL MOTOR CAR CO.
CLEVELAND, OHIO

Mention "Automobile Topics" when writing.



Locomobile Gasolene Cars

are not only equal in all respects to the best foreign cars, but are a *great deal better*. There are many reasons for the superiority of LOCOMOBILE CARS, but little room here to state them. What we want you to do is to send for our catalogue. It is not a rambling mass of generalizations, but a book of facts and figures. Our catalogue tells you *why* the LOCOMOBILE is better than any other car in the world. Mailed free.

1905 MODELS. ALL 4-CYLINDER, SIDE-ENTRANCE CARS

15-20 H.P. Price, \$2,800 20-25 H.P. Price, \$3,700 30-35 H.P. Price, \$5,000 40-44 H.P. Price, \$7,500
 Weight, 1,800 lbs. Make-and-break ignition. Pressed steel frame. Weight, 2,300 lbs. Jump spark ignition. Channel steel frame. Weight, 2,700 lbs. Make-and-break ignition. Pressed steel frame. Weight, 3,000 lbs. Make-and-break ignition. Pressed steel frame.

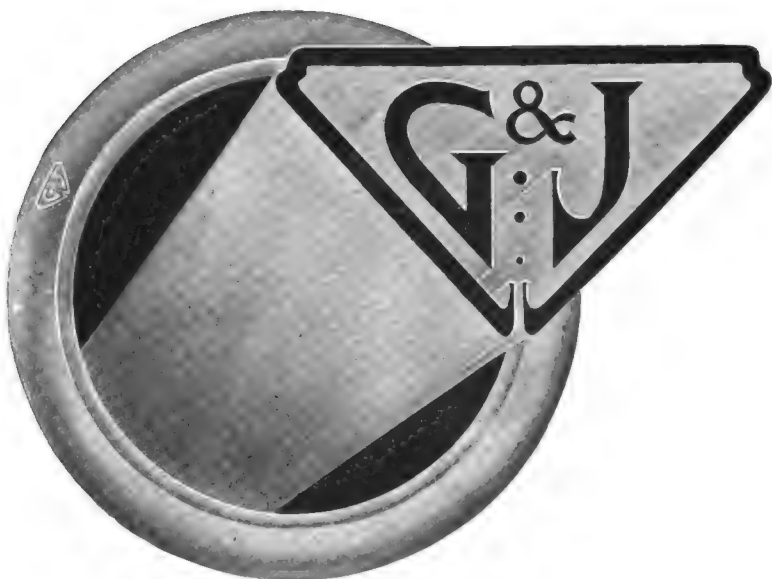
The *Locomobile* Company of America, Bridgeport, Conn.

NEW YORK, Broadway and 76th St.
 PHILADELPHIA, 249 N. Broad St.

Member Association of Licensed
 Automobile Manufacturers

BOSTON, 15 Berkeley St.
 CHICAGO, 1361 Michigan Avenue.

Mention "Automobile Topics" when writing



NO LUGS REQUIRED WITH G. & J. THREAD FABRIC TIRES

¶ Our special clincher construction, giving uniform leverage at all points, holds the clincher securely in place.

¶ The flap provides a smooth seating for the inner tube, and removes the possibility of pinched tubes.

¶ The thread fabric construction prevents the heating of the tires in action, hence they are not self-destroying. It also makes the tire so pliable that anyone can easily place it on, and remove it from the rim.

ISN'T THIS THE TIRE YOU WANT?

Most Durable

No Troublesome Lugs

No Edge Cutting

Easiest in the World to Handle

No Pinched Tubes

G & J TIRE CO.

INDIANAPOLIS

CHICAGO
429 Wabash Ave.

DETROIT
247 Jefferson Ave.

CLEVELAND
337 Huron St.

BOSTON
43 Columbus Ave.



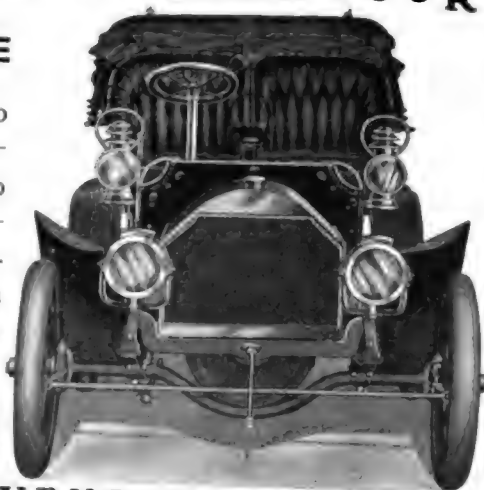
Rims branded in the channel with these copyrighted marks have been inspected and pronounced perfect. We guarantee our tires on all rims so branded.



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STEVENS-DURYEA

NEW 20 HORSE POWER 4-CYLINDER TOURING CAR



YOU *don't* want to
pay repair bills—
YOU *don't* want to
be towed home—
YOU *don't* want au-
tomobiling to be a
burden of work.
BUT—

YOU *do* want to speed
fast and noiselessly—
YOU *do* want to climb
hills—
YOU *do* want to mini-
mize cost of mainten-
ance—
YOU *do* want to enjoy
automobiling to the
highest degree possi-
ble. Therefore, get a
STEVENS-DURYEA.

J. STEVENS ARMS & TOOL CO.

685 Main Street

CHICOPEE FALLS, MASS., U. S. A.

MEMBERS ASSOCIATION LICENSED AUTOMOBILE MANUFACTURERS

Free
Catalog

Ask Your
Agent

PREMIER

FOUR CYLINDER
AIR COOLED

Practical Motoring
Ready When you're
Ready



MODELS

\$1,250 to \$1,500

The catalogue tells
the rest

PREMIER
MOTORMFG. CO.

1009 Georgia Street
Indianapolis, Ind.



THE YALE

At \$1000 and \$1100 only produces all the power of
a car costing from \$500 to \$700 more, but this
power is so proportioned to the weight that every particle of it is
delivered at the wheels.

THE YALE

Goes—goes like the wind without skip or balk or hesitation. It is
not cursed with trappiness or complication and a novice can control
only one Yale at \$1000 delivering all the efficiency of these cars which do cost more money.

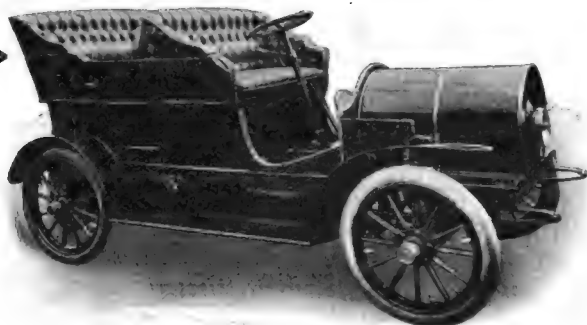
THE KIRK MFG. CO., 952 Oakwood Ave., Toledo, O.

Members of the Association of Licensed Automobile Manufacturers.

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GROUT

No Noise
No Vibration. Will
Not Freeze
in Zero
Weather



GROUT

Climb Any
Hill. Speedy,
Reliable and
Simple in
Operation

\$1500

THE EXCELLENT

GROUT

GROUT BROTHERS AUTOMOBILE CO.
BOSTON BRANCH, 151 Columbus Avenue ORANGE, MASS., 289 Main Street

GROUT

GROUT

GROUT

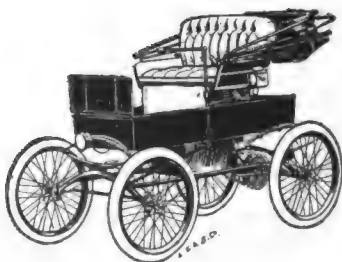
GROUT

GROUT

Baker Electric

CHARACTER
REFINEMENT

*The Simplest to Run
The Safest to Use
The Cheapest to Keep*



THE BAKER MOTOR VEHICLE CO.

CLEVELAND, OHIO

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Announcement

HAVING sold the controlling interest in the American De Dietrich Motor Car Co., I hereby notify my friends and clients that I have opened an office in New York City at No. 41 West 33d St., to deal in all high-grade foreign Motor Cars at original catalogue prices, plus duty and freight, Motor Boats and Motor Car Supplies.

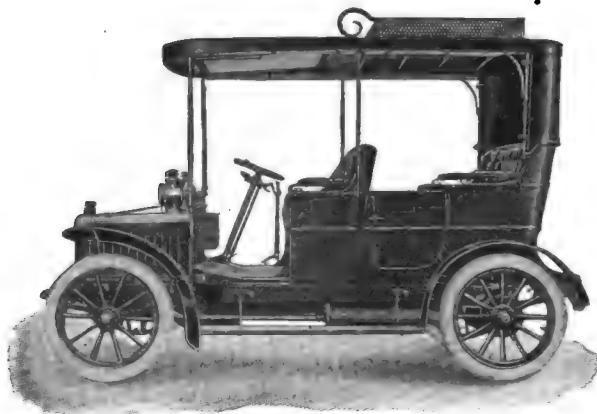
R. E. Jarrige

41 West 33d St. New York

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Sets the Fashion to the World

DARRACQ



**Speed
Silence
Comfort**

**Our
Success
In 1904**

ARRAS MEETING.—DARRACQ cars first in all classes.

OSTENDE MEETING.—Standing Mile: DARRACQ first in 48 minutes 3-5 seconds, World's Record. Voiturettes: EDMOND first, World's Record.

ARDENNES CIRCUIT.—Voiturettes: DE LA TOULOUSSE first.

HILL CLIMB CONTEST AT MONT VENTOUX.—Light Cars: HEMERY first. Voiturettes: DE LA TOULOUSSE first.

DOURDAN.—DARRACQ cars first in all classes.

GAILLON.—DARRACQ cars first in all classes.

ABROAD.—In Brescia (Italy); Boxhill, Portmarnock, South Shield, (England); Frankfurt-on-Main, Breslau, (Germany); Semmering, (Austria); everywhere and always the DARRACQs are winners.

Finally, AND THIS SPEAKS LOUDER to the Tourist than all races and speed trials, the two following achievements have been made with STANDARD 15 HP. DARRACQ CARS:

NEW YORK—ST. LOUIS—NEW YORK

3,450 miles (5,580 kilometers), without stopping the motor on the worst roads. World's Record. Car driven by Mr F. A. LA ROCHE.

LIVERPOOL—LIVERPOOL

2,890 miles non-stop run. Driver: Mr. ARCHIBALD FORD.

American Darracq Automobile Co.

Controlled by F. A. LA ROCHE CO.

(Licensed Under Selden Patent)

652 Hudson St., 147 W. 38th St., NEW YORK

317-319 North Broad Street, PHILADELPHIA, PA.

Mention "Automobile Topics" when writing.

DE DIETRICH CAR

Holding World Records for Speed and Class of Customers

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" Grand Duc Salvador	" de Lamotte
" Le Duc Boris de Russia	" de Franqueville
" Le Duc de Zarogza	" Wallet
Marquis de Moustier	Comtesse Pourtales
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Madame la Marquis de Brantes	" de Rivigan
Comte de Rochefort	" Pallu de la Barrière
" de Flaux	" de Taube
" Metternich	" de Mandat de Grancey
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W. P. Hamilton, N. Y.	Leo Mayer, N. Y.	R. H. McCormick, Chicago, Ill.
Herman Ellis, N. Y.	W. H. B. Dowse, Boston	Norman H. White, Brookline, Mass.
E. C. Ellis, N. Y. (two cars)	Prince Engalitcheff, Chicago	Geo. H. Burt, Boston (two cars)
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J. J. McAleenan, N. Y.	W. P. Riggs, N. Y.	G. R. Hathaway, Marblehead, Mass.
J. F. Flanagan, Boston, (three cars)	C. C. Bragg, Cincinnati	M. S. P. Pollard, Boston
W. H. Wade, Cleveland, Ohio	J. B. Dickson, N. Y.	P. Koehlin, San Francisco, Cal.
E. J. Moneuse, N. Y.	J. R. Whipple, Boston	
J. E. Schermerhorn, N. Y.	G. E. Babcock, San Diego, Cal.	
F. L. Robbins, Pittsburg, Pa.	E. J. Conill, Havana, Cuba	
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COUPE DE L'AUTOMOBILE CLUB DE CANNES

and

CONCOURS DE FREIN

in recent meet at Cannes, France.

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Automobile Topics

Illustrated

VOL. IX.

MARCH 18, 1905.

NO. 23

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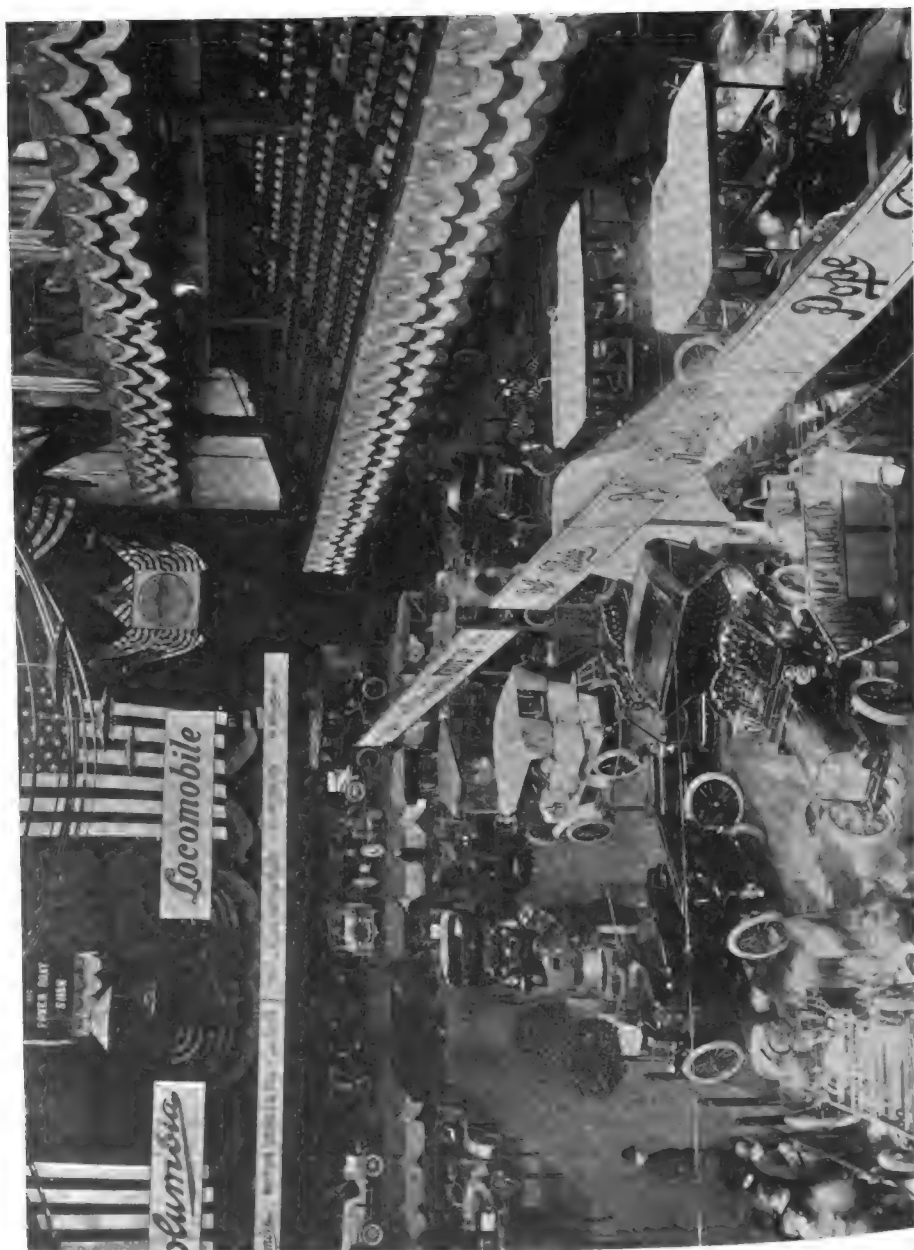
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A CORNER OF THE GRAND HALL AT THE BOSTON SHOW

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Lucky, indeed, was the New Yorker who possessed an automobile last week. Its possession released him from the trammels of slow and uncertain surface, elevated and subway lines, and enabled him to laugh at strikes and strikers and all their attendant discomforts, inconveniences and perils. And any Manhattanite who could beg, borrow or even steal a ride in a public or private

automobile did so and hugged himself for his forethought or good fortune. It is scarcely an exaggeration to say that every motor vehicle in commission was pressed into service and made to do yeoman duty.

ABOUT the only excuse offered by the would-be tinkerers of the New Jersey automobile law for their mischievous measures, which received their quietus last week, was that the people of South Jersey demanded them, to protect themselves against the raging autoists of Philadelphia, who cross the river at Camden and burn the road all the way to Atlantic City. Now comes the South Jersey Automobile Club, organizes with a physician for president, and a minister for vice-president, and pours hot shot into the enemies' camp. The amendments to the present law are denounced as "vicious and unjust," and calculated to discourage the use of automobiles. That ought to dispose of the South Jersey argument.

AUTOMOBILE TOPICS

It was years after the wild horse was subjugated to man's uses that there was a good old family Dobbin. With this in mind, it is instructive to contemplate the number of automobiles with limousine bodies that are in use in cities, as conveniences for theatergoers, shoppers, social visitors and business men.

THE A. A. A. is going to have a terrible time separating the amateurs and professionals, unless they go at it very simply, and do not try to be too nice. It would be enough for the present to declare professionals only the men who drive for hire or accept cash prizes, or any monetary remuneration.

VERY often has the Automobile Club of America listened to pearls of wisdom from A. R. Shattuck, and his text of "judgment and discretion in driving" is a familiar one to them. Yet on last Tuesday night Mr. Shattuck put a turn on his plea for careful driving so phrased as to be full of suggestiveness. He said that practically all the adverse legislation is due to reckless or inconsiderate driving in cities, towns and villages. The more one reflects upon that statement the more important it becomes. How many are the accidents that occur when a man is really speeding on an open road? How many are the arrests when a car is running at high speed on a road where it is safe to do this? Nearly all the accidents occur when a car is running at something less than thirty miles an hour, where it should be running at something less than fifteen miles an hour. Nearly all the arrests are made when drivers are exceeding the speed limit in places where they should not go even as fast as the law allows. A thorough sacrifice of haste in all cities, parks, towns and villages, and the exercise of extreme carefulness on main traveled roads would in one year do more than all else to abate the opposition to the automobile and to hasten the golden age of automobiling.

ACCORDING to the records of the New York Police Department, more than sixty persons were killed by street cars in the Metropolis during 1904, yet no one was punished. More fuss was made over the few who were injured last year by automobiles. Is death beneath steel wheels so much more agreeable than a banging up by wheels covered with pneumatic tires? Perhaps the answer is similar to that of the old conundrum: "Which way had you rather die, as Joan d'Arc, who was burned at the stake, or as Mary Queen of Scots, who was beheaded?" The retort is that the passing of Joan d'Arc was preferable because she had a hot stake, while Mary had only a cold chop.

QUITE apt, and very much to the point, was the admonition conveyed to some Illinois "hard road" delegates. They were unable to reach the meeting place because a sudden thaw made the roads too soft and muddy to get through. It wouldn't be easy to find a better object lesson.

HORSE thief catching in automobiles is the latest. A Texas sheriff drove 95 miles into the mountains and nabbed his man. Then he returned home with him, making the round trip of 190 miles, over the rockiest and ruggedest roads in the State, in twenty-four hours. That couldn't well be improved on.

AUTOMOBILE TOPICS

THEY have a hustling county attorney out in Arkansas City, Kan. His name is W. D. Kreamer. He is deeply interested in the cause of good roads, and believes that convicts should be put to work to make them. As soon as he has twelve convicts he is going to have them placed in charge of a guard and made to work. Here is where his hustle comes in. He is hunting for malefactors who should be turned into convicts. He got hold of two men the other day, prosecuted them for vagrancy, and had them committed to jail. Now he only needs ten more delinquents to complete his squad.

THERE are crooked constables besides those who harrass automobilists. A bill has been introduced in the Legislature of this State reducing constables' fees and intended to reach those specimens who make fake tramp arrests. Might amend it to include the tin stop-watch autophobe variety of constable.

It has been remarked that automobiles, for the first time, played a prominent part in the recent inauguration. As one account said, "Red devils and blue are rushing up and down every street. Most of them are decorated with flags that stream out straight in the air as the machines dash past." How some of the dead and gone inauguration heroes would have rubbed their eyes to see the sight.

So Murphy varnishes will not be used on the new club-house of the Automobile Club of America? That will prove a severe blow to the house of Murphy, of course, while the house of the automobilists will be varnished with some other make that will probably answer the purpose just as well. It will teach the New Jersey ex-Governor to be good, however, and that is probably its purpose. The incident proves, what was scarcely in need of proof, that ex-President Shattuck is tenacious of purpose and possessed of a good memory.

Not the least interesting part of the matter is the assurance of the ex-Governor that no automobile of his will ever be allowed to exceed the speed limit. That is a pretty big promise, but it at least shows that Mr. Murphy is consistent.

DECLARING that motor boats "buzz like a swarm of angry bees," the sturdy Puritans of Plymouth, Mass., have risen in protest and demanded that all engines be muffled hereafter. Brave words! And right, too. The Mayflower had no engine and it never buzzed. Now, after a lapse of nearly 300 years, the Plymouth Rockers are just as much opposed to the march of progress as were their ancestors, who invaded the forest primeval and put the redskins to flight.

Looks as if that transcontinental tour from Boston, Mass., to Portland, Ore., had got sidetracked. Not much has been heard of it of late. Start the ball rolling again, ye Lewis and Clark boomers.

Compromise on New Jersey Legislation

THE white-winged dove of peace hovers over the New Jersey Capitol, and promises to settle there comfortably for another year. The warring factions have reconciled their differences, and drawn up a series of amendments to the present automobile law which are satisfactory to the automobilists, and, in a measure, to the farmers and other elements opposed to the law in its present form. The latter were much more amenable to reason than they were before the hearing on the Scovel bill, last week, and a compromise was easily arranged. The compact was approved at Trenton on Tuesday, after two or three bills, milder in character, but still antagonistic, had been introduced.

Jas. B. Dill represented the automobilists, and prepared the substitute amendments to the present law. They were submitted to a farmers' committee, consisting of Assemblyman Theodore S. Gibbs, of Camden, J. B. Barton, of Burlington, and A. S. Applegate, of Cranbury, and approved. They are as follows:

First.—Automobilists not to pass another vehicle at a speed exceeding three miles an hour.

Second.—Automobilists to bring their machines to a complete stop at the approach of another vehicle, if the driver of the latter so requests by raising one hand above his head. The penalty for failure to do this to be from \$10 to \$50 for each offence.

Third.—Civil authorities to have the right to arrest without warrants all automobilists racing on the public roads.

Fourth.—Automobiles to be run at all times, and in all places, at a speed consistent with public safety.

Mr. Dill also suggested an amendment to the crimes act to make it a misdemeanor, punishable by six months' imprisonment, for a chauffeur to take a machine from a garage without the permission of the owner. He said most of the accidents were caused by reckless driving by chauffeurs who go on larks with drinking companions.

Don't Want Their Books Examined

A HITCH has arisen over the plan of garage regulation which the New York Automobile Trade Association has been laboring with for several months. The plan contemplates the adoption of a uniform schedule of storage rates and charges, and to ensure its being carried out in good faith the members are required to give a cash bond and submit their books for periodical inspection. It is the latter feature that is causing the trouble. Nearly all the members are willing to put up the cash, and some of them have actually done so, but a few refuse to submit their books for inspection. They say they do not want to make their business public even to special auditors; they add that the books could be "cooked" any way. It is asserted, however, that some of them are using this feature to kill the plan.

The matter will come up for final settlement next week, as President C. R. Mabley, of the association, has announced his intention of calling a meeting then for that purpose. A keen struggle is looked for.

Told of a \$6,000 a Year Chauffeur

AN interesting, and at times amusing, Tuesday evening "talk" took place this week at the club house of the A. C. A., when the members of the New York Automobile Trade Association were the guests of the club for an informal discussion of the garage and chauffeur questions. There was a large attendance, and a free exchange of opinion. On behalf of the garage keepers it was stated that they were doing everything in their power to prevent the wrongful use of masters' cars and the overcharging for repairs by chauffeurs. They pointed out that in this they lacked the co-operation of the owners themselves, and that consequently their efforts were of small avail. They asked that the Automobile Club of America act with them in the matter.

Ex-President A. R. Shattuck told of a chauffeur who was paid \$250 a month regularly, and an equal amount in addition, for keeping his machine in running order—giving him a yearly income of \$6,000, exclusive of commissions on repairs and new parts. This caused an interchange of glances among the chauffeurs present.

Mr. Shattuck, who presided, said he saw no reason why the Automobile Club should not form an alliance, for the purpose of solving the chauffeur problem, with the New York Automobile Trade Association. He promised to bring the matter before the next meeting of the directors of the club. He assured the garage keepers that when the club opens its new garage no commissions will be paid by it to chauffeurs.

Mr. Shattuck invited the trade association to appoint a committee to act jointly with the A. C. A. committee in drafting regulations for the storage of gasoline.

Discussing Gasolene Storage

FOR the 'steenth time the regulations covering the delivery and storage of gasoline in New York City are receiving attention, and changes are once more mooted. The Bureau of Combustibles, the Fire and Building Departments, and the Insurance Underwriters, each has a finger in the pie, and the garage keepers, private garages and clubs using gasoline are striving to find where they are at. The regulations have been tinkered with time and again, and considerable expense has been incurred to comply with them, only to be rendered useless by fresh changes.

On Monday a meeting was held in the offices of Deputy Fire Commissioner Churchill, under the direction of the Municipal Explosives Commission, to regulate the use and delivery of gasoline in the city. It was attended by some fifty representatives of automobile interests, among whom were Samuel M. Butler, A. R. Shattuck, J. H. Howell, D. C. Brown, William J. Goulding, William M. Botto, A. S. Winslow, Percy Owen and R. E. Fulton.

It was finally decided to allow the automobile interests two weeks to submit any objections they may have, in writing, and also to allow them, in writing, to offer any suggestions they may deem proper. In the course of the discussion it was brought out that the Automobile Club of America wishes to erect in its new club house a tank to hold 1,800 gallons of gasoline. The present maximum quantity permitted is 275 gallons.

A. A. A. Reorganizes and Transacts Much Business

IT was a new American Automobile Association that emerged from the meeting held in New York on Thursday of last week—a reorganized and efficiently officered body, competent to take upon itself the work it has mapped out. It was the first meeting of the directors since the association was incorporated, a few weeks ago, under the laws of New Jersey, and formal reorganization was necessary. There was held first a meeting of the directors of the unincorporated organization, who voted to turn over the assets and all else pertaining to the association to the new directors. Officers were then elected. They were the same as were in power under the old order of affairs, as follows: Elliot C. Lee, Boston, president; John Farson, Chicago, first vice-president; Judge W. H. Hotchkiss, Buffalo, second vice-president; Milbank Johnson, Los Angeles, third vice-president; George E. Farrington, East Orange, treasurer; C. H. Gillette, East Orange, secretary.

This having taken place, Robert Lee Morrell was appointed chairman of the racing board, as stated in *AUTOMOBILE TOPICS* last week. It will be recalled that W. C. Temple resigned this position in January, but it was not until last week that the resignation was accepted. It is understood that H. L. Bowden, of Boston, declined to serve as the head of the racing board because he wants to participate in contests himself, and Mr. Morrell was pressed to accept until he did so.

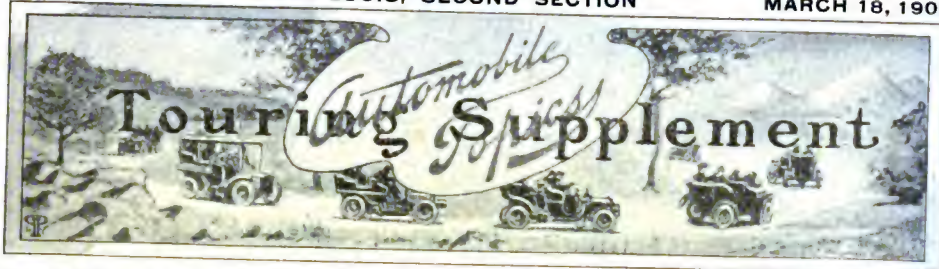
The acceptance of Mr. Morrell was cause of rejoicing, for he is considered a splendid man for the place, having means, some leisure, and, above all, "backbone." Mr. Morrell is a lawyer of this city, and a member of the Automobile Club of America. He does not figure as a racing man, but as a tourist he gave a memorable display of persistence and grit last summer when a tour to Gettysburg was scheduled for the club members. Reports showed that the roads were in vile condition, and when the time came to start on the tour a steady rain had set in. All those entered backed out after reaching Philadelphia, except Mr. Morrell. He had started for Gettysburg, and he went on alone, and was the only member of the club to get there.

One new club, the Hartford Automobile Club, which has thirty members, was elected to membership by the directors.

Vanderbilts Buy Cars Abroad

WHILE abroad, W. K. Vanderbilt, Jr., is adding to his stock of automobiles.

He stopped at the Mors Works on his way through France to give his final instructions on the type of coachwork he desires for the 40-hp. Mors car which he ordered from M. Mors a few weeks ago, during the latter's visit to this country. Next he turned to M. Charley, and purchased from him a 60-hp. Mercedes, in which he is now touring in the vicinity of Nice. W. K. Vanderbilt, Sr., also purchased a Mercedes from M. Charley, a 28-32-hp. vehicle, with a Kellner hanşon cab body.



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Chicago to St Louis

Second Section—Pontiac to Springfield

THE second day's run of the Chicago-St. Louis trip is from Pontiac to Springfield, a distance of 105 miles. If the tourist is not careful this run will give him a taste of what it means to be "lost on the prairies." In the summer the broad plain between Pontiac and Springfield is like the Hampton Court maze, only on a greater scale, with seas of ripening corn in place of hedges, and widely separated serpentine roadways winding into unknown miles in place of roads. If the weather is dry and dusty, every moving vehicle carries a trail of dust behind it like a comet's tail, over a quarter of a mile in length. Guide posts are badly needed on this route for the roads wind in and around the flat areas of corn as if they had no destination. They cross and recross, fork off and come together again, for all the world as if they had been placed there for a game of hide and seek among giants or automobiles. Great care must, therefore, be taken to get on the proper road, or the trip of five or six hours will develop into an all-day run.

Leaving Pontiac, over fair dirt roads, follow main highway due south for 8 miles; turn sharp right, crossing railroad; 4 miles beyond, turn left and follow line of railroad to

LEXINGTON (21 miles).

Bear left, cross railroad, turning left 6 miles beyond Lexington to

TOWANDA (30 miles).

Follow railroad on south side direct to

BLOOMINGTON (36 miles).

Follow railroad on east side for 6 miles, where cross railroad, bearing left through Funk's Grove to

McLEAN (54 miles).

Take main road west for 2 miles, turn sharp left (south), cross railroad, and turn right to

ATLANTA (60 miles).

Follow main road on south side of railroad, with many turns, to

LINCOLN (72 miles).

Take main road due west for 11 miles, then turn sharp left across Salt Creek, and follow main road south through Greenview, Sugar

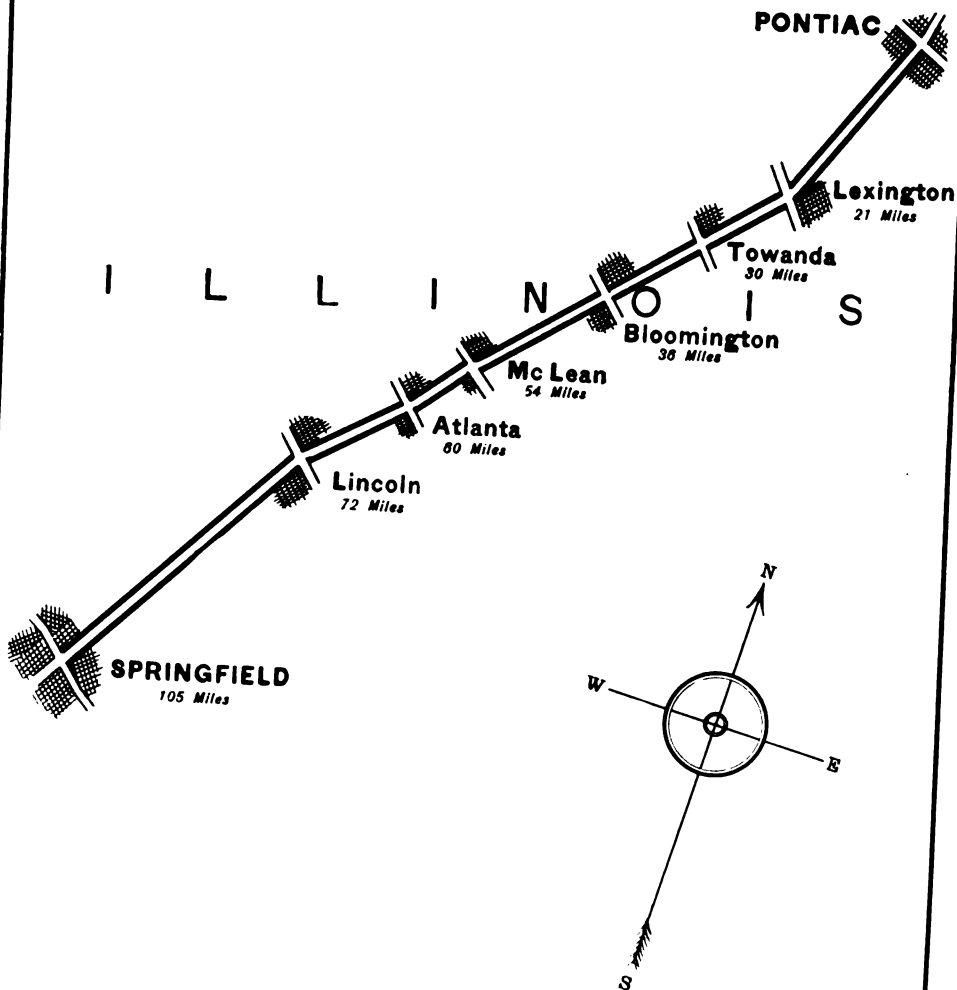
Grove and Fancy Creek, to

SPRINGFIELD (105 miles).

Chicago to St. Louis

Second Section

Pontiac to Springfield



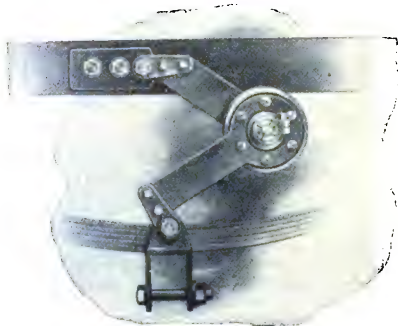
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The Truffault-Hartford Shock Absorber

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P. I. A. T. (Highest long distance speed ever attained by any vehicle).

Richard-Brasier (Winner Gordon Bennett Cup 1904).
Peugeot (Decorated at Paris Salon by President Loubet).
For sale by all dealers.

Increases the speed.
Prevents lost traction.
Doubles the life of the tires.
Absolutely prevents breaking of springs.
Makes cobble-stones and rough roads seem like asphalt.
Enables cars to run over roads at highest speed, which could not be negotiated at all without it.
Endorsed by all prominent engineers the world over.
Won all prominent races during 1904, including Gordon Bennett Cup.
Won World's Record for 100 miles and 50 miles at Ormond, Fla., 1905.
Nobody who owns a car of any type can afford to be without it.
Write us and we will prove all these statements.
Money cheerfully refunded if it does not do all we claim.
What more can you ask for one device?

Price per complete set of four suspensions \$60.

Applied at our factory, No. 390 Hudson St., N. Y. City, for \$10 additional.

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A. A. A. Racing Board Begins Work

ON Thursday evening of last week, Chairman Morrell called the racing board of the A. A. A. together, at the Waldorf-Astoria, New York. There were present William Wallace, T. M. Hilliard, A. R. Pardington, George Weiss, A. L. Riker, E. C. Lee, S. M. Butler and C. H. Gillette. E. R. Thomas was added to the membership of the board, and organization was effected.

The revision of the racing rules was discussed, and Mr. Thomas was added to the special committee that has this in hand, and on which are T. M. Hilliard, E. T. Birdsall and H. L. Bowden.

Because of the numerous reservations of dates requested for track meets it was decided to arrange a track circuit, if possible, and all intending promoters are asked to make application for places on the circuit before May 1. The Empire City Club applied for five days, and the Brighton Beach Club for four. Only the first dates of each were reserved, namely, Empire track, May 30, and Brighton Beach, May 6.

The Vanderbilt cup conditions were considered, and it was decided to leave the matter of foreign representation in that race entirely with the recognized clubs of the respective countries that will make nominations. Owners of French cars in this country, for example, who aspire to places on the French team, must make their entries with the Automobile Club of France, and abide by whatever elimination conditions are decided upon by that club.

Lakewood Prepares Its Program

RACING at Lakewood, N. J., promises to become an accomplished fact if the plans set on foot by the newly formed Lakewood Automobile Club are carried to a successful issue. The club is composed of automobile owners, who frequent the famous resort, and was organized to further the plan to give automobile racing in that vicinity, reference to which was made recently in these columns. Last week a conditional sanction for an automobile week was given the club by the racing board of the A. A. A., covering the week of April 24.

The program is now being prepared by Alfred Reeves, the well-known race manager, who has been appointed general manager by the Lakewood Club. It will contain a number of novel features. There will be races for every type of automobile which will take place on a five-mile stretch of ideal road between Toms River and Lakewood during the week of April 24. Included will be contests for the speedy cars owned by W. K. Vanderbilt, Jr., William Wallace, H. L. Bowden and others of the same class, while the owner of a touring car or a run-about will also have a chance to contest for the trophies. It is planned to have the road championships of America at a kilometer, a mile, five miles and ten miles, at each of the three weights, in addition to record trials at the same distance.

Something entirely new in motor car competition will be tried at this tournament. Instead of the cars making a flying start, they will be required, in some events, to make standing starts. This will prove the ability of the driver, the efficiency of the motor and the strength of the transmission. All European automobile records at a kilometer and a mile are now made with a standing start.

Discuss Varnishes and Governors

A VERY brisk interchange of communications has taken place between ex-President A. R. Shattuck, of the Automobile Club of America, and Franklin Murphy, Jr., son of ex-Governor Murphy, of New Jersey. The latter will be recalled owing to his animadversions against automobiles on a number of occasions.

After stating that the building committee of the A. C. A. will not favor using the Murphy varnishes "because of the attitude the president of your company, former Governor Murphy, has taken with regard to automobiles in New Jersey," Mr. Shattuck went on to say:

"In his last inaugural address he recommended that no automobile be permitted in the State unless it was so geared that it could not run in excess of twenty miles an hour. I have always wished to ask the governor whether, to be consistent, it would not be necessary to hobble any horse that could trot faster than a mile in three minutes. The position taken by Governor Murphy is the more peculiar because I understand that he has recently bought a 30-35-hp. Decauville automobile, which is capable of running fifty miles an hour. Has he had it so geared that it cannot exceed twenty miles?"

This communication was handed to Franklin Murphy, Jr., to answer. In his reply he says nothing of the business proposition involved, except that it is trifling, and that he prefers to discuss the other issue raised. After saying that he doubts whether a reply is expected, or is even advisable, he writes that he, Murphy, has an invention to regulate the speed of automobiles which has been declared to be practicable, and will soon be put in use. It is a governor, to be placed on his father's machine, which will be so arranged as to cut off either the gasolene or the spark when a speed of twenty miles an hour is exceeded. The governor will not be on the engine shaft, but on the transmission shaft, behind the gear box, so that all the power will be available on hills."

Ask Uncle Sam About Tides

THERE will be no mix-up about the Florida tidal conditions next year. The United States Government has been called upon to give an official pronouncement on the subject, and if the tides do not rise and fall at the hours indicated there will be somebody in authority to fall back on and upbraid.

The Department of Commerce and Labor has furnished Anderson & Price with a tide table for January and February, 1906, and the Ormond Racing Association has accordingly selected the dates January 22 to 27, inclusive, for their tournament. The tide conditions are as follows, which makes suitable hours for racing: January 22, Monday, 8.50 a.m. to 2.50 p.m.; January 23, Tuesday, 9.45 a.m. to 3.45 p.m.; January 24, Wednesday, 10.30 a.m. to 4.30 p.m.; January 25, Thursday, 11.15 a.m. to 5.15 p.m.; January 26, Friday, 12.00 m. to 6.00 p.m.; January 27, Saturday, 12.45 p.m. to 6.45 p.m.

Boston Has Greatest Show of All

BOSTON, March 15.—High-water mark for automobile shows of all sorts has been scored here.

Whatever New Yorkers and Chicagoans may say, whether they scoff or repine, it is a fact that the banner show of them all is being held here this week.

It is a larger and more satisfactory show in every way than the national affair held in Madison Square Garden in January. It is a larger show in point of the number of exhibitors, the exhibits and the floor space occupied. It is a more satisfactory show because the exhibitors have more room and are able to display more different models than in New York, while the visitors also have more room, are able to move about easily and have more comfort and pleasure during their stay in the hall. Again, there is an artistic effect in the signs and decorations that was wholly missing in New York and this is pleasing, restful and satisfying. The single respect in which the Boston show falls below that of Madison Square Garden is that it is perhaps not quite so comprehensive. Very few of the makers of complete vehicles who exhibited at the New York show are missing from this one, and there are several newcomers in the field here who were not at New York or Chicago, but the big parts makers and the makers of sundries and accessories are not so well represented, nor are there quite so many exhibits of the educational variety—practical demonstrations of constructional and operative features—although the last are by no means absent.

Everyone attending this, the third annual show of the Boston Automobile Dealers' Association, whether a native New Englander or a visitor from more Phillistine regions, is filled with enthusiasm over the affair. No one can avoid recognizing the fact that it is a record-breaker in every way. It has been an astonishing revelation to the visitors from the great cities of New York, Philadelphia and Chicago, who have been wont to regard the Boston affair as a merely local show. It is local merely in the fact of many of the exhibitors being dealers, instead of the manufacturers themselves and in the attendance not being drawn from so wide a territory as it is at Madison Square Garden. These circumstances do not obtrude, however, for there are many exhibits being made by the manufacturer direct and the agents' showing have the support of the makers and the vehicles shown are the same models seen in New York, plus newer ones that have been completed since. Furthermore, the crowd is sufficiently cosmopolitan to satisfy all blasé craving in that respect and the only noticeable difference is that the sales are being made to individuals instead of to agents. When the agents and local branch managers realized on Monday the record-breaking character of the show hurry calls were telegraphed to factories, and sales managers and other principals began to come on to the scene.

For the first time Mechanics' Hall, on Huntington avenue, is being used for the show this year. It is a building having nearly twice the floor space of Madison Square Garden and two or three thousand persons appear but a corporal's guard in it. Yet, not only all the floor area of the two main halls is occupied by exhibitors, but the stage, the basement and the gallery of one hall are also filled. The gallery of the grand hall is preserved with its seats for visitors.

When the doors opened at 7.30 o'clock last Saturday night there was a great

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throng outside waiting to get in and inside of an hour all attendance records were broken several times over. On the street outside the three entrances to the building, the sidewalk was completely blocked for more than 100 yards each way. For several blocks in every direction the streets teemed with pedestrians, and when they all converged at the hall there was a solid mass of humanity, to which long lines of trolley cars added their loads. One had to move toward the doors inch by inch, and after getting into the crowd it was impossible to go anywhere except through the doors, or even to turn. It was like the crowd at some of the big political meetings and unlike anything else. One could not believe that an automobile show was the sole attraction.

Inside the building, where the aisles are wide and the exhibitors' spaces are broad and roomy, one had to struggle to move along. Shortly after 8 o'clock the police in alarm ordered that the doors be closed. Then they were opened again for egress only. A little later two doors for exit were kept open and ingress permitted through the third. Outside and inside the mass of humanity surged and swept. In the big gallery of the main hall, which accommodates a couple of thousand, every seat was filled with those glad to escape the crush and look down upon it. Many visitors were in evening attire and clothing suffered severely. It was bewildering to behold and consider that it was all about an automobile show. Shortly after 9 o'clock Press Agent John Kerrison announced that the attendance until that time had been between forty and forty-five thousand. It was incredible. Nevertheless, when the tickets were counted the next day it showed that forty-seven thousand persons had been admitted to the hall.

Of course, the great majority of all these tickets, perhaps 90 per cent., were complimentary. Notwithstanding this, it was unbelievable that so many would use the "paper" unless there was a tremendous interest in automobiles. New Yorkers know that no show in the metropolis could be "papered" so successfully and marvelled. It is said that Boston is a great free-show town, but even so, such a crush must indicate a great increasing popularity for the automobile.

In spite of free passes, the actual cash receipts at the box office on Saturday night were sufficient to put the show at once on a profitable basis, with all expenses paid.

On Monday the supply of free tickets was cut off short and then the great drawing power of the show was seen. One would have thought that all of Boston, at least all of it interested in such things, had taken advantage of the big supply of free tickets out for Saturday night and that the attendance thereafter would be poor. Monday afternoon and evening, however, the halls were well peopled, which means that four or five thousand attended. This number, however, comes nowhere near filling the place and so no one was crowded or hurried and the opportunities for continuing a conversation and completing a sale were better. Sales began to be made promptly on Monday afternoon and the dealers were in high glee. It was the same Tuesday afternoon and evening and to-day—Wednesday.

The signs of the oncoming of one of those sudden and rapidly increasing waves of popular demand for a thing which usually is called a "boom" are as plentiful here as they were at New York. They are even more unmistakable, for this is an exhibition by the retailer of his wares to the consumer and held on the verge of

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the open season. The interest of that class of persons who are not wealthy and have only moderate incomes, in the medium and low priced cars is striking.

The fulness of the automobile boom will be coeval with the perfection of the cheap car and the beginning of the boom is marked by the number of those who are studying the low-priced machines and realizing that there are many "winning propositions" in the form of good, serviceable cars at very low figures.



WHERE WINTONS WERE DISPLAYED

One important fact about the show is that it is a pleasant place to do business. As a mart, it is inviting. The display is well set, not with the ornate decorativeness of the Importers' Salon in New York, but with a simple directness of arrangement and trimming that is chastely beautiful in its effect. A fairly successful effort toward uniformity and harmony has been made. In the grand hall, where are the largest spaces devoted to most of the biggest and best-known makers, the signs are of uniform height and design and all lettered in gold upon a white background. The floors of the spaces are carpeted and are separated by ropes strung between green posts. At frequent intervals in the spaces and along the aisles are potted palms and ferns. The national colors are used exclusively for draperies and the effect is a magnificence in both its patriotism and prettiness. The face of the visitors' gallery is wholly concealed by the Stars and Stripes and all the streamers looped from the girders of the skylights are of red, white and blue bunting. In the machinery hall, or lesser auditorium, the same color scheme predominates, but here have been relegated the late comers and others who could not conform to the plan. The irregularities have been kept within bounds, however, so the effects here also are pleasing. At night electric light signs abound everywhere.

It was very different work allotting space for this show and for the one in New

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York, where there was not enough to go around, and this not only aided in the artistic plan, but also gratified the exhibitors, who are delighted at having room enough for what they want to show. Another result of having plenty of room, however, has been that instead of the books being closed and late applicants turned away, everyone who knocked has been admitted. A number of exhibitors were given space on Friday and Saturday and Monday and occasionally now there is a knock for admittance by a newcomer. They are all taken to keep them from going to the Importers' Salon in Symphony Hall, a few blocks up the street. In consequence of this the list of exhibitors in the programme and the one sent out by the management last week are far from complete.

A result of the show being so diversified, including motor boats and some displays of sportsmen's goods, and of being distributed through the main floors, gallery and basement of two halls, is that it is not quickly looked over and summed up, as local shows usually are. It can be truly said of it, as with the national shows, that one can go every day and find something new to interest. The varied and scattered character makes it seem as if there was more to it than there really is, also. It is big enough, however, and figures must convince the doubters about this local show being greater in many ways than the national affairs. There were in all, on Monday, something over 300 exhibitors. On Monday morning, when there were still a number of delayed exhibits to arrive, there were 175 complete cars and chassis exhibits, 39 motor boats and 7 motor cycles, to say nothing of tires and sundries in great variety.

Another striking fact about the show was the presence of several absolute novelties of very interesting character.

Two things, somewhat paradoxical, impress one after the first general tour about the show. One is the magnificence of some of the touring cars and limousines as they appear in handsome setting, and the other is the number of really good-looking cars of moderate size and power with all the up-to-date features, including side door entrances, that are purchaseable for less than \$1,500. The first fact causes realization of the luxurious character of motor cars and the second of their utilitarian character. The beautiful bodies and sumptuous finish and upholstery of some of the big cars leads one to reflect that this is not a poor man's vehicle and to perceive that there is a tendency toward making the big cars more and more luxurious, just as it was recently pointed out in AUTOMOBILE TOPICS would be the case. The good little cheap cars, on the other hand, induces the reflection that here is a vehicle which the makers are beginning to place within the reach of the great middle class of the people and that practical, serviceable cars are now within the reach of so many that a wave of popularity is bound to come. It manifestly is a fact that these two opposite tendencies are growing contemporaneously.

On the big stage of the grand hall, for instance, there is a magnificent display. This vantage ground has been obtained by the Columbia and Locomobile concerns. The display of both these firms is particularly fine, and from the floor of the hall the stage looks like a place where only millionaires should go. One new Columbia limousine, in particular, which stands conspicuously at the front of the stage, where the light falls on it to advantage, has been repeatedly commented upon as the most beautiful vehicle in the show, though the same persons go into similar raptures over a number of others. The Electric Vehicle Company shows besides

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its beautiful limousine, a handsome side-entrance touring car with a Cape top, three cars with open tonneaus, an electric Stanhope, an electric runabout and two chassis.

The Locomobile Company of America has a magnificent limousine on the stage, two touring cars with open tonneaus, one with a Cape top, one with a canopy top and one chassis.

Along the center aisle of the main floor the Winton, Peerless and Cleveland companies monopolize one side while the Pope, Rambler and White concerns occupy the other side. Harry Fosdick, manager of the Winton branch, has taken to having some special bodies built for customers and has thus produced what might be called a Boston model of body on the regular Winton model C chassis and another on the model B. The new model C body is a runabout with a folding seat cut out of the sloping stern. It is simply a lid with a cushion on the underside, which throws back onto the body. The legs of the extra passenger have to be disposed in a very shallow sort of cockpit, so that only a boy can use the seat. It is therefore called a caddie seat. The other Boston development, on the 40-hp. model B, is a strikingly handsome limousine, full of new curves and prettinesses. Besides these two there are a model C chassis and two other model C cars, one with a Cape top. Two 24-hp. model B cars are kept at work demonstrating.

A chassis and one of the new Cleveland cars of the light touring type is shown with a Cape top. It has an engine of four vertical cylinders, cast in pairs, of 18-20 hp., water cooled. The frame is of pressed steel, the valves mechanical, the ignition by jump spark from batteries, the drive is by shaft and bevel gear with sliding gear transmission, the wheel base is 91 inches and the tonneau has a side entrance. As a newcomer it is decidedly interesting.



THE MUCH-ADMIRED NAPIER CHASSIS

The Peerless exhibit did not arrive until Monday, but as usual it was worth waiting for. Three handsome cars are shown—a model 9, a limousine and a tonneau with Cape top. Across the aisle from these is the exhibit of the Pope Manufacturing Company, containing nine cars and a chassis, Pope Toledo, Pope-Hart-

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fords, Pope-Tribunes and Waverleys. These have all been previously described in AUTOMOBILE TOPICS. The Rambler display, shown by Manager E. A. Gilmore, consists of one touring car with open tonneau, one with a canopy top, one with a folding Cape top, a runabout with detachable tonneau and a chassis. Three "Incomparable White" cars are shown, one with a Cape top, a limousine and one with a hood, besides a chassis.

Other exhibitors in the grand hall number fourteen. Alvan T. Fuller has the Cadillac, Packard and Northern lines, showing seven cars and a chassis. Apperson Brothers show one limousine and a car with a Cape top. The Grout, Bros. Automobile Company shows a new touring car with a side door entrance to the tonneau, a chassis and another car having an open rear seat of surrey style, which with the rear floor of the car can be thrown backward on hinges so as to expose the engine. The Reed-Underhill Company shows a handsome Stearns with a Cape top and two waterless Knox cars, one with a folding rear seat and one with a folding front seat. W. C. Masters & Co. have the Wayne cars and show both the four-cylinder vertical and two-cylinder opposed models. The Ford car is shown with the Marion by P. A. Williams, Jr., one model of each being exhibited. Four Oldsmobiles, a Stanhope, a detachable tonneau type, a touring runabout and a side door touring car, besides the show car with a glass panelled body, through which the engine can be seen at work, are shown by C. F. Adams. Moore & Smith show four Autocars, a runabout with a top, a side door touring car, an open tonneau and a limousine. Herbert M. Snow exhibits the Acme, one runabout and a chassis. Other models of the Ford and Acme were delayed. A. R. Bangs shows four handsome Baker electrics and a Franklin. Kenneth A. Skinner has a fine display consisting of a C. G. V. chassis, two C. G. V. touring cars, two Brouhot, one Henriod and two De Dion cars. Dowling & Maguire make a fine display of Pierce Great Arrows, a Stanhope, an open tonneau and one with a canopy top being shown besides a chassis. Two Yale cars, one with a side door entrance and one without and two Northern runabouts are shown by the Frank Ridlon Company. A beautiful 40-hp. Haynes with a Cape top, a Pathfinder with side door, a touring car with open tonneau and a runabout are shown by E. S. Breed.

In what is known as machinery hall are grouped mostly the newcomers, though there are several old concerns of recognized standing among them, and it is here that are found the new machines that are the particular sensations of this sensational show.

First among these is the Gasaulec car made by the Vaughn Machine Co., of Peabody, Mass., which makes also the famous Coulthard steam trucks. The name is coined from gasoline, auxiliary and electric, which is descriptive of the car's character. It is a combined electric and gasoline car, but is a very different proposition from others of this sort and seems to fulfill the idea of combining the power and range of a gasoline car with the simple control of an electric. To begin with the car weighs only 2,450 pounds. It has a four-cylinder gasoline engine in front of 40-45 hp. and a twenty-cell Exide battery beneath the frame and a dynamo attached to the crank case. It is fitted with a touring body with a side entrance tonneau. It is a notable production because of the entire absence of any provision for a starting crank. The car is primarily a gasoline car, but it is unique in that the engine works perfectly without a starting crank, without cam shafts, cams or

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tappets and their accompanying mechanism and without change-speed gears. The electric motor is utilized for starting, backing and manœuvring the car through congested street traffic and the like. As an auxiliary, it is claimed that it doubles the hill power when necessary or can be used to drive the car several miles in case of disablement of engine or lack of fuel.

The electric motor is run by means of the storage battery, whose charge is automatically maintained by the power of the gasoline engine while the car is in use. Speed control and all other movements of the car are accomplished by one foot lever controlling the electric circuits of the motor and the engine. By means of this pedal all speed changes are obtained without the use of levers and the usual change-speed gears and clutches.



THE SENSATIONAL GASALEC, WHICH DISPENSES WITH STARTING CRANK

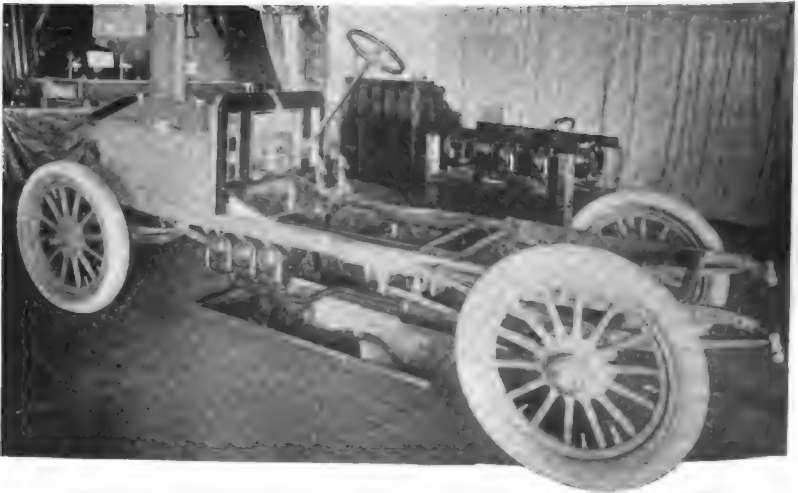
The car is started from a position of absolute rest, with no mechanical parts moving anywhere about the car, by simply pressing forward the controlling lever with the foot. This, of course, is by means of the electric motor for the first starting speed, but by moving the foot a little farther forward, the gasoline engine, which in the meantime has been turning with all valves open and consequently without compression, is thrown into commission and the electric motor ceases its work. Then by pushing the foot down a little farther, still greater speed is attained, and so on up to the full speed of the car. A receding motion of the controlling pedal retards the speed back to the point at which the electric motor again propels the car at its slower speeds, and by releasing the pedal entirely and permitting it to turn to zero, all power is cut off from the car. This forward and backward movement of the controlling pedal is all that is required to regulate or main-

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tain the speed of the car at any desired point. The reverse movement of the car is accomplished by simply pulling the controlling lever backward from zero with the foot and upon its release it will immediately return to zero, cutting off the power from the car. This, with the exception of the brake pedal, which is conveniently located alongside the controlling pedal, fully describes every appliance about the car for controlling the speed. The driver has at all times and under all conditions both hands free for use on the steering wheel.

When the car comes to a stop, all mechanism stops, assuring freedom from the disagreeable sensation created by the vibration of a rapidly moving gasoline engine; a feature which will at once commend itself to all who have experienced this annoyance.

This Gasaulec and another new car that is leverless and automatic, are developments which significantly mark the striving toward that ultimate ideal car, which it has been prophesied will be without starting crank, change-speed levers, clutch, pedal and even steering wheel, all being accomplished by electro-magnetic devices, operated by push buttons on the seat. The other big sensation of the show is the Automatic Sturtevant. This also is leverless and its notable feature is that the driver has nothing whatever to do with the change speed gears, although the car has three speeds. The gears are changed automatically by the running of the car.

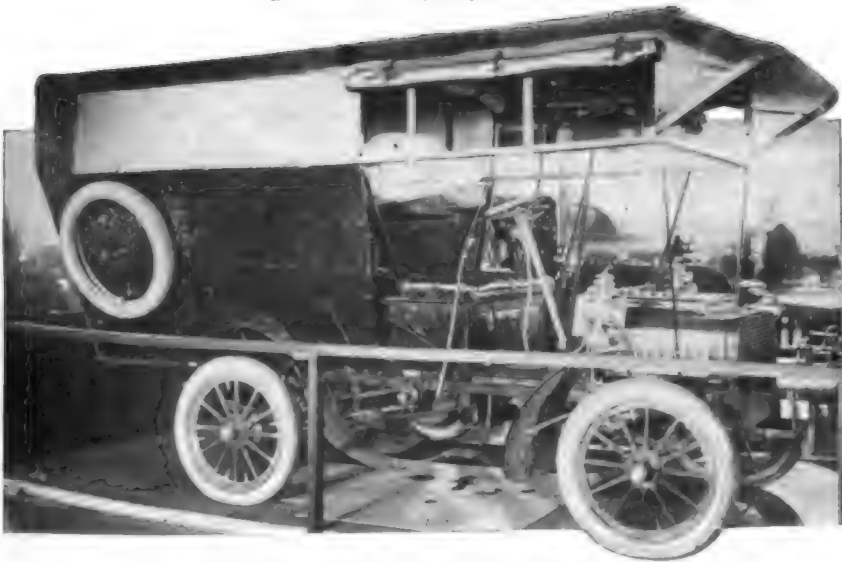


THE AUTOMATIC STURTEVANT—LEVERLESS AND WITHOUT CHANGE SPEED GEARS

This is accomplished by utilizing the engine speed through a centrifugally acting set of keyed plates within the flywheel. The plates are friction discs held apart by springs of different tension. At the periphery of these governor discs are a row of pawl-like fittings that are thrown out of repose more and more, according to the speed of the engine. When the flywheel begins to turn up fast these weights, swinging out, release the springs between the first and second series of plates and these plates engage, like a friction clutch and throw into action the second speed

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gears. As the engine speed increases and the weights are thrown out farther by the centrifugal force, the second set of springs are released and the third series of plates are locked with both the others and there is then a direct drive upon the high gear. Similarly when the car begins to go up hill and the engine speed slackens one gear after another is dropped. The speed of the car is regulated by a foot button, which controls the throttle and spark at the same time. The engine speeds at which the change of gears is effected is 250 revolutions, 500 and 900 revolutions. The engine is a novelty, being of six cylinders set horizontally transverse with the frame and in opposition pairs. It is rated at 38-42 hp. The car weighs about 3,500 pounds. It is made by the Sturtevant Mill Company, of Boston, and is further novel by being fitted with an air brake that operates automatically as soon as the foot button is allowed to fly all the way back to its normal position. This removal of the pressure on the button stops the engine also. The only other pedals are one for reversing and an emergency brake.



A RAMBLER CAMPING-OUT CAR FOR HUNTERS

Another novelty is the Ariel car made by the Ariel Motor Car Company, of Boston. This is a 20-25-hp. car, with a side-door tonneau, selling at \$2,500, in which the peculiar feature is an interchangeable set of cylinders, so that the engine may be run as an air-cooled motor in winter and as a water-cooled mechanism in summer. To do this the cylinders have to be changed. The engine is made so that either the air or water-cooled cylinders fit on to the same crank case. Pistons, valves, inlet and exhaust pipes, are made so as to accurately accommodate the change, and the addition of a pump and radiator is provided for in changing from the air-cooled to a water-cooling system.

Something interesting in the way of an accessory is the "Autobed." This is a skeleton or framework of steel tubing that is portable, and set upon rollers,

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and which acts as an automobile jack, lifting the whole car, with the four wheels clear, by simply driving over it. The rear end is rounded so that it will swing between the wheels and set itself true, whether one drives at it straight or not. As the rear part slides between the wheels the axles engage a set of arms provided with rockers at the bottom, so that the momentum of the car causes them to lift it bodily and bring it to rest. It is very ingenious, and practicable and serviceable.

All the exhibits in machinery hall are not new by any means, for here are found the veteran Panhards and the other foreign exhibits of the Boston Dealers' Show, the De Dietrich and Napier. The Panhard & Levassor Company show a 24-hp. limousine, an 18-hp. victoria coupé and a 16-hp. car with a Kellner body and Cape top. The American De Dietrich Company makes a brave display with a 40-hp. car having a Cape top, a 20-hp. limousine, a 30-hp. "palace" car, a 30-hp. omnibus, and a 30-hp. opera 'bus.

The American Napier Company shows a six-cylinder chassis, a duplicate of the one used by Macdonald in his record breaking, and it is the most beautifully finished bit of work in the show. Besides this there are a limousine, an open tonneau with side-door entrance, and the same style of massive, luxurious body seen on the imported Napiers, though the bodies are now being built here. The 60-hp. car built for the Bennett cup race is also on exhibition, marked "For Sale;" but still more interesting is a runabout built in the American Napier factory, having a four-cylinder engine of 18-20 horse power. This company is now importing the Napier engines and building the rest of the cars here from the same specifications as are used in England. This exhibit attracts a great deal of attention, and the Napier business seems to be booming.

One of the comparatively new comers is the Corbin Motor Car Company, who also are found in this hall with two handsome side-entrance tonneaus of the peculiarly effective Corbin air-cooled system, and the workmanship that has made the name famous in the hardware industry.

Two interesting new models of the Berkshire car are shown, both having side-door tonneaus, and both four-cylinder engines. One sells at \$1,700 and the other, a 30-hp. car, at \$2,400. The National cars are represented by the Linscott Motor Company, and are shown with the Corbins, and both are selling well. The Boston Automobile Exchange shows three Phelps cars, and two Camerons are shown by F. D. Amsden. The new Queen car of 16-hp., water-cooled, and the Marmon air-cooled car are shown by the F. E. Wing Motor Car Company.

The Knox Truck and a Knox sight-seeing coach are other attractions in this hall, where they are shown by the Reed-Underhill Company. A. J. Wilkinson & Co. show the Stanleys, the Upton Company has its own car, and C. S. Henshaw shows a full line of Thomas Flyers. A Duryea car is shown by the Iver Johnson Sporting Goods Company. The Linscott Motor Company has two stands in machinery hall, the second being devoted to the Reo cars, a runabout, and a touring car of R. E. Olds design.

Royal Tourists have a commanding place at the head of a main aisle, a touring car and a chassis drawing admirers from the passing crowd. A couple of the fine Maxwell cars are shown along with the Stoddard-Dayton by the Rand-liff Motor Car Company. Chester I. Campbell is present with a White and a

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Columbia, and others represented are the Orients, the Union friction drive, the Lane steamers, and Crestmobiles. In machinery hall, as a loan exhibit, is the "Black Death" Renault racer of William Wallace, which attracts the curious.

A variety of sundries also are found among the cars in machinery hall, notably the I. C. Leather tread, a device which wins favor with many on sight, being at once waterproof, non-skidding, non-heating and puncture proof.

In the gallery of machinery hall is a show of sundries and accessories that alone is worth a few hours. Charles E. Miller, with his "If you don't see what you want, ask for it and you'll get it" collection, is, of course, a prominent performer, and there is a fine display by the Pope Company also. The Springfield metal bodies are here, and also an exhibit by the Y. M. C. A. automobile school.

In the basement is the boat display, collapsible automobile houses, and some other interesting cars. Here are found two Premiers, two Mitchells, a Jackson, the Rambler hunting car, a great array of Oldsmobile engines, two Overland runabouts, International tires, and the peculiar air-cooled Frayer-Miller car that has its fan enclosed like a blower, and sends the air current through a chute up over the cylinders and down around them beneath a cap.

The boat display includes a couple bigger than any seen at the recent show in Madison Square Garden, one being the 63-foot Hupa, with a 100-hp. engine, built by Lawley & Son, for C. H. Clark, Jr., of Philadelphia, and the other the 42-foot Spray, with a 20-hp. engine.

Tire booths are found everywhere, in machinery hall, the gallery, and the basement, the Diamond, G. & J., and Fisk having displays that are constant centers of interest.

Impressions gleaned at the show emphasize the increasing use of the Cape top and a movement toward substituting a wide and comfortable folding rear seat, such as that introduced by the Knox to replace the detachable tonneau. A pronounced move toward the building of cheap touring cars is one of the facts that stick out strongly here, where there are not so many to spend in the thousands as there are in New York, and where men think longer about spending a few hundreds. The number of touring cars with side-door entrances and engines powerful enough to make them go up the hills, is striking. The attention paid to these cars is significant, also. The proposition of the Pope-Tribune, with its two-cylinder vertical engine of 12 hp., in front, and its side-door body, at \$900, is one that keeps a crowd about it, and the other low-priced propositions in touring cars, especially the tried and proven types of runabouts, are exhibits of great interest.

An interesting loan exhibit is that of the first gasoline car built by Elwood Haynes, of the Haynes-Apperson Company, in 1893, and said to be the first in America. Another old timer is the original car of R. L. Lewis, the Ariel manufacturer, which also was built in the early nineties.

Outside the hall, all the week, the building was girdled with demonstration cars, and business was so brisk that the exhibitors had every available man in their employ, and some extra help, at work demonstrating.

It is a show that long will be remembered by those participating in and those visiting it.

AUTOMOBILE TOPICS

Boston Show Notes

ARTHUR W. POPE was in attendance at the show all the week. Col. Albert A. Pope paid a visit to the Pope space Tuesday afternoon.

J. H. MACALMAN, the Locomobile agent, made a match with A. L. Bennett, of the De Dietrich Company, whereby they are to race their respective cars, each of 30-hp., to Portland, Me., and return. These are to be stock cars. W. W. Burke, of the Columbia Company, bet a sum of money on Mr. MacAlman, Bennett accepting the issue.

WM. WALLACE'S Fiat racer was an attraction in the Fiat space at the Importers' Salon.

AMONG the buyers of Locomobiles was Mr. Thayer, publisher of *Everybody's Magazine*.

ROBERT SCHMONK, general sales manager for the White cars, arrived at the show from Cleveland Monday.

SELLING AGENT MUSCOVICS, of the Acme Company, arrived at the show Monday and was well pleased with the outlook.

NEW YORKERS at the show admit frankly that it is superior in every way to the one held in Madison Square Garden.

THE proposed climbing contest up Pike's Peak next summer is beginning to arouse interest. L. J. Phelps, the Stoneham manufacturer, entered a car for it on Monday.

MR. J. A. KINGMAN, of the Locomobile Company, of Bridgeport, had a party out in the big 30-35-hp. Locomobile. They went up Commonwealth hill on the fly despite the poor footing.

HARLAN W. WHIPPLE, ex-president of the American Automobile Association, was seen among the visitors at the show. He has just returned from an extensive trip through the South, and looks much improved in health as a result thereof.

WILLIAM WALLACE, whose Renault racer, "Black Death," is one of the loan exhibits, was taking great interest in a C. G. V. car. M. Emil Voigt was showing Mr. Wallace the car, and remarked that they could make one of 120-hp. "Ah, then you will interest me!" exclaimed Mr. Wallace.

AUTOMOBILE TOPICS

HARLAN W. WHIPPLE had a long, friendly chat with President Louis Ray Spiere, of the Bay State Automobile Association. Part of the talk was upon the astonishing growth and prosperity of the new organization, and Mr. Whipple is a likely candidate for the rapidly swelling membership list.

LOCAL agents kept wiring to their factories that the show is the "greatest ever," and the principals of a number of companies will be on hand before the week is over. F. A. Nickerson and Percy Pierce, of the George N. Pierce Company, came on from Buffalo Monday in response to one of these "hurry calls."

A VERY complete display of Ramblers was on the main floor, but besides there was in the basement what the concern calls a hunting car. It resembles somewhat a "prairie schooner," except that the canopy is of wood. Inside there are two sleeping apartments, one on the main floor, and one in a second story formed by a horizontal partition. "What is the use of paying rent—that has the gypsies beat," remarked one man as he studied it.



AUTOMOBILE TOPICS AT THE BOSTON SHOW

Boston Importers' Salon

BOSTON, March 15.—The first Automobile Importers' Salon to be held here is not a very large affair, but, like the New York show of foreign cars, it is a handsome exhibition, and attended by a fine class of persons. A great deal of delay was experienced in getting the cars here over the Boston & Albany Rail-



road, and to-day Hollander & Tangeman are still waiting for their Fiat exhibit.

The show opened in Symphony Hall, on Monday night, and will last until Saturday. All of the cars shown are too well known to call for more than mention, but they showed up splendidly in the beautiful auditorium.

The great Mercedes is shown with Renaults and Panhards, by Smith & Mabley, the distributing agents for Allen, Halle & Co. Sidney Bowman has a fine exhibit of Clement-Bayards, a 20-hp. with a Cape top, a 12-hp. brougham, a 30-hp. with a canopy, and a 45-hp. with a Cape top. J. S. Josephs shows Rochet-Schneiders, Palmer & Christie show Martinis, the De Dietrich is shown by A. L. Bennett, the New England agent; the Decauville by the Standard Automobile Company, and the Fiat by Hollander & Tangeman. Other exhibits are the famed Truffault Hartford suspension, the Buick car, the Stevens-Duryea and H. L. Bowden's record-breaking Mercedes, remodeled by himself.

A New Tour by J. L. Hutchinson

J. L. HUTCHINSON, whose story of a tour in Europe, made by him last summer, was completed in a recent issue of *AUTOMOBILE TOPICS*, is now a confirmed automobile tourist. He will leave New York on May 20 for another tour in Europe, though of shorter duration, and in the fall will start on a longer one. Mr. Hutchinson has entered the motor boat field also, and has purchased a 61-foot cruising boat with a Craig engine of 25 hp.

MARCH 18, 1906

Automobile Topics'
European Supplement

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Standard Information for European Tourists

Boxing, Shipping, Steamship Route, Passports, Duties, Permits and Regulations

BOXING AND SHIPPING.—The best way to pack an automobile for shipment abroad is to build a closed box of matched timber around the car. The platform should be built on 2 x 4 braces, beveled at the ends. The sides, ends and top should be constructed on a lighter frame. Use heavy bolts to bind between platform and top, use at least four of these on each side. In addition fasten four iron bands upon the box extending diagonally from the lower corners to points near the lateral center of the sides. The upper ends of these bands terminate in eyes. Through the four eyes have a chain placed. This will give a center hold to which hoisting tackle can be fastened. Brace wheels by blocks fastened to the sides of the box and brace smaller boxes containing spare parts to the platform of the box.

Consign through custom-house brokers. The box can be left with forwarders after the outward passage, for use in returning. Before returning go to any U. S. consul and make affidavit that the car was originally shipped from America. This will dispose of the customs question on arrival.

Cost of boxing the car, \$100. The expenditure pays for itself. In transporting the car by water abroad, do not box it. Transportation facilities between Great Britain and the Continent are practically perfect and no precautions are necessary.

STEAMSHIP ROUTES.—From New York to Liverpool—Cunard and White Star lines. From New York to Southampton—American line.

From New York to Southampton and Bremen—North German Lloyd.

From New York to Southampton and Hamburg—Hamburg line.

From New York to Havre—Compagnie Generale Transatlantique.

From New York to Antwerp—Red Star line.

From New York to Glasgow and Merville—Anchor and Allan State lines.

From New York to Boulogne, Rotterdam and Amsterdam—Netherlands line.

From New York to London, Bristol and Hull—various smaller lines.

From Boston to Liverpool—Cunard, Dominion and Leyland lines.

From Philadelphia to Liverpool—American line.

PASSPORTS.—Write to the Passport Bureau of the State Department at Washington for blank. When received, fill and return with fee of \$1.00. Enclose no return postage; Government franks. Passport good for two years and renewable.

Duties, Permits, Regulations, Speed and Road Rules

GREAT BRITAIN AND IRELAND.—No duty or permits for tourists. Observe road rules carefully. Remember to turn to left in passing instead of right.

NETHERLANDS.—Touring cars (not new) are allowed to enter free. It is left, however, to the discretion of the Collector of Customs Receipts to claim as deposit, the amount of the duty, which will be reimbursed on departure from the country. The duty is 5 per cent. of the value. Car must carry two lanterns shedding their light a distance of 100 meters, with a brake enabling the car to stop within ten meters,

and a bell or horn which may be heard 100 meters distant. Speed must not exceed 20 kilometers (12 miles) in the open country and 8 kilometers (5 miles) an hour on sloping ground, in settlements, on bridges, in misty weather and at night, under penalty of a maximum fine of 50 florins (\$20). Tourists must carry in the car a permit of the Secretary of Public Works, countersigned at a customs office, stamped blanks for which may be obtained from the Automobile Club of the Netherlands, Hague, Nassauplein 1b., on payment of 2½ francs (50 cents). Gasoline obtainable at all A. C. N. stations at a uniform price of 20 cents per liter (one liter equal to 1.06 quart).

SWITZERLAND.—Deposit of 20 francs for every 100 kilos gross weight of car required. Against the deposit, a permit is given, valid for one year. The deposit is returned on leaving Switzerland by any of the frontier stations in exchange for the permit. Regulations are very exacting in Switzerland and motor drivers are not popularly liked. To escape owners' permits and plates, etc., tourists must carry permits of their home country, and that country must be one between which and Switzerland reciprocity exists. Each car must carry a deep-sounding horn. The driver must sound this as soon as he intends crossing or overtaking another car, a cycle or pedestrian crossing the road. He must also use the signal at all sharp turns in the road or at the end of any private road or avenue leading into a public highway; also at night or in foggy weather. A car must carry two brakes which must be independent and each must be competent to stop the car at full speed and full power on any incline. At night all cars must carry two lanterns in front, one green, the other white; also a red light at the rear, which must be lighted whenever the vehicle stops. The driver must have perfect control of his car at all times. He must slow up or even come to a full stop whenever the vehicle might cause an accident or interfere with traffic or when a saddle or harness horse shows signs of fright. In cities, villages, or hamlets and on mountain roads, speed must never exceed 10 kilometers (6¼ miles) an hour. On bridges, narrow streets, on steep declines and in front of sign-boards and official posters, speed must be reduced to 6 kilometers (4 miles) per hour. On no account must the speed be increased to more than 30 kilometers (19 miles) in the open country. On mountain roads, the car must be stopped whenever a Federal stage coach is met. Special care must be used in passing one of these coaches. In no case is a driver allowed to cut across a road in front of a vehicle or pedestrian. When stopped, the car must be run or pushed to the right side of the road. On narrow roads the car must be run off the road to the side if possible. The driver must not leave his motor running when he leaves the car. In case of accident he must stop, even if he is not at fault. He must see that the injured are cared for, and must freely show all official papers to anyone in authority. Racing on highways is strictly prohibited. Certain roads are forbidden to automobiles.

AUTOMOBILE TOPICS EUROPEAN SUPPLEMENT

FRANCE.—Certificate of ability, residence, passport, two photographs (unmounted, 30 by 40 millimeters), declaration of maker as to type, number, horsepower, weight, etc., of car and other details, may be and probably will be required. Customs dues of 50 francs for every 100 kilograms, if the car weighs more than 125 kilograms, 120 francs for every 100 kilograms if the car weighs less, must be deposited on entering France. This deposit will be refunded at any frontier custom house in exchange for the deposit receipt, which is valid for six months. Small stamp taxes are collected in all cases. In driving, the car must be under control. Driver must slow up in all cases where accident or the impeding of traffic is imminent. In narrow roads or streets the speed must not exceed that of a man walking. Speed limit is 30 kilometers (20 miles) in the open and 20 kilometers (13 miles) in settled portions of the country. Every car must show, in front, a green and a white light.

GERMANY.—Free entrance if driver possesses authentic documents regarding his car and himself, particularly proof that the car has been his property for a certain time. Much discretion is allowed officials. An entrance duty (refundable) may be enforced arbitrarily. This is 18½ francs on a car without regard to size or weight. Many local regulations and prohibited streets in some cities. Ordinary road rules. Driver must slow down in towns and villages. Little interference with foreigners who can prove their residence.

ITALY.—Tourist must, within five days after crossing the frontier, make a declaration at the office of some Provincial Prefect. This five-day term is established by the toll-gate certificate. If tourist comes from some country where there are rules and regulations for the driving of automobiles, as in America, he will receive a temporary permit to drive in the kingdom. He must prove ability to drive, ownership, etc. Lead seals will then be placed on the car. Duty (small) will be enforced. This duty returnable on leaving country.

SPAIN.—Deposit on entrance, returnable at departure. Road and speed rules not severe.

AUSTRIA.—Car subject to following customs duties: The car, 157½ francs; in addition, 9 florins (21 francs) for every 100 kilos of weight of motor or engine. Manufacturer's certificate indicating weight of car, motor and parts is advisable. Lead seals will be affixed after payment. Duties returnable in exchange for receipt on leaving. Road and speed rules not exacting.

DENMARK.—No duty on declaration that car is temporarily imported for touring purposes.

RUSSIA.—Automobiles may not pass the frontier simply by depositing duties, but special permission must be secured from the Secretary of Finance. Such permission must be applied for in writing on paper stamped with two stamps of 80 copecks (41 cents) each. Since reply may be delayed, it is expedient to ask for an early answer, giving some urgent reason. Driver must declare by which custom stations car is to enter and leave the country and for what space of time a permit is sought. The reimbursement takes place from two to ten months after leaving. Local road and speed rules, not generally severe.

BELGIUM.—Automobiles are provisionally exempted from the payment of duties,

but drivers are obliged to make deposit of or give security for 12 per cent. of the car's value. A transit-receipt is given containing description of vehicle and limiting period before exportation to one year. Deposit readily refunded at any frontier station on leaving. If one wishes to enter or pass through Belgium several times, it is sufficient not to demand restitution of deposit until one leaves definitely. Road and speed laws not severe, but general regulations regarding control, lamps, brakes, accident, bridges, narrow streets and closely populated districts are in force.

GENERAL.—It should be remembered that while speed laws are not rigidly enforced except in Switzerland, all drivers should be reasonable in their handling of cars. Road rules should be strictly observed everywhere.

It is best to be sure that one has coin of the country which is about to be entered before reaching the frontier. Custom officers will accept nothing but money of their own country. Before leaving it is always advisable to notify the frontier station a day or two before reaching it, so that the officials may have time to secure sufficient funds for reimbursement. Ordinarily they do not keep much money on hand.

Throughout Europe the rule is: automobiles and motor cycles, horns; bicycles, bells. By this the driver knows what is approaching from the rear and can govern himself accordingly.

It is always best to carry an exhaustive maker's certificate showing make and type of car, number of car and motor, weight, specifications, value, capacity and details of parts. A certificate of ability as a driver is almost indispensable.

Never pass or cross in front of a policeman or other official. The dignity of the law is sacred in Europe. Be polite to all officials under all circumstances; you will gain by this. Generally, you will find the officials overpoweringly polite to you.

Guide books can be obtained in bookstores in any of the large cities of Europe. Baedeker's are standard and generally up to date. Rolfe's "Satchel Guide" is also good. Cook's and Gaze's tourist agencies also publish reliable hand-books. And there are other good publications. Both the Michelin and Continental tire concerns publish guides which give much information not elsewhere found in repair stations, garages and fuel depots. Good maps are plentiful and not expensive. The sectional ones are particularly good in Europe. Never travel without a map, as local information is not always reliable.

A membership in the Touring Club of France is desirable for the tourist in France and Europe generally. The road-book of France, published by the club, is invaluable as a reference work for the tourist who reads French.

On arrival at a town, leave your car and make hotel and garage arrangements before any of your party dismounts or any baggage is taken out. The fear that you may go to another hotel will insure better terms from the hotel and garage people.

Be good-natured but firm. Be just in giving gratuities, not too liberal. Too much generosity makes it harder for those who follow. Plan your itinerary in advance, but allow a day here and there for departures from it.

TOUR; don't race.

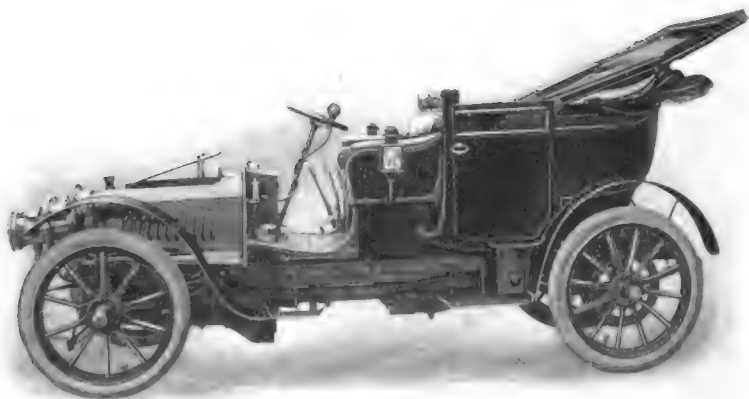
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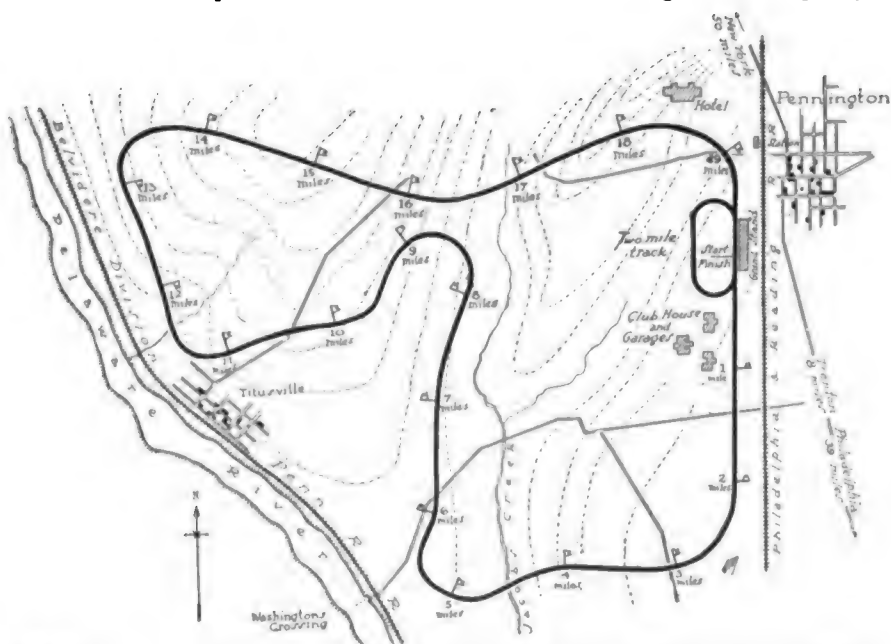
Grand Private Speedway Plan

A VIEW at closer range has not impaired, but only enhanced, the prospectus of a road speedway twenty miles in length, with all the natural conditions of a regular highway and all the artificial conveniences of private club grounds.

A tour of inspection over the ground selected for the execution of this scheme was made by a party of well-known automobilists and newspaper men last Friday, with J. A. Kunkel, of Pennington, N. J., C. A. Beach, superintendent of the New York division of the Philadelphia & Reading Railroad, and Asa Goddard, the highway expert of Worcester, Mass., as hosts and guides. After investigating the proposition at close hand the interest of the guests was much increased, and it seemed as if the project had an excellent chance of being executed.

This scheme had its origin under such interesting circumstances that it is worth while to go back to the beginning and relate its development.

J. A. Kunkel is the father-in-law of Emerson Brooks, treasurer of the Automobile Club of America, and he is a member of the firm of S. S. Long & Bro., of New York City. He resides at Pennington, N. J., and there is looked up to as a wealthy and public-spirited citizen. Asa Goddard is well known as a road expert because of his prominence in connection with the building of State highways



in Massachusetts. He is president of the Worcester Automobile Club and chairman of the highways committee of the Massachusetts State Automobile Association. To each of these came the idea for a private speedway for automobiles. Mr. Goddard worked his out on paper, and Mr. Kunkle worked his out on the ground. Then they met.

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A peculiar fact about the matter is that Mr. Kunkel is not an automobilist, nor was the idea suggested to him by any user of a motor car. From what he had read he decided that the automobilists needed some ground which they could control absolutely for the holding of big contests, such as the Vanderbilt cup meet. He knew that there was land a-plenty to be had about Pennington, and knew that it would be a great benefit to that town to have such a course laid out near it. So he set to work looking about for a suitable place, and seeing what he could do about acquiring options of purchase on the farm land required. He found he could get the options, and then he laid his plan before Emerson Brooks, and asked his advice and co-operation. Meantime Mr. Goddard, with the same idea in mind, had drawn a plan for a private speeding road in an imaginary territory, with imaginary hills and valleys indicated, and so on. He showed his plan to several, including Emerson Brooks, and the latter introduced Mr. Goddard to his father-in-law, Mr. Kunkel. Then it was found that Mr. Kunkel had the real earth in sight upon which Mr. Goddard's dream sketch could be fitted admirably. The two went to work together, and explored the country around Pennington, and selected the route for a twenty-mile course. Then W. D. Hunt, the cashier of the First National Bank at Pennington, was engaged to obtain the options of purchase on the land necessary for a right of way.

The plan called for a right of way one hundred feet wide. In some cases it was possible to obtain an option for such a right of way through a farm, and in other instances it could not be had except by an option of purchase on the whole farm, and so the option on the farm was taken. In this way the men worked on, until 4,000 acres of land had been secured, and every bit of ground necessary for the plans drawn by Mr. Goddard had been obtained. The average price of the land was \$59.65 an acre, so that it would require nearly \$240,000 to buy it all outright. It was calculated, however, that only \$100,000 cash would be necessary, the rest to be represented by mortgage loans. Another calculation made was that much of the farm land which it was necessary to buy could be sold at a profit after the track was built, for sites for cottages, garages, hotels, etc. The Automobile Intercity Speedway Club was formed by the promoters, and a charter obtained. Then the matter was allowed to become public, and with the charter and options in hand, and blue prints of the proposed course, which had been prepared by Mr. Goddard, ready to show, persons likely to be interested were invited to look into the project and taken to the scene in a special car on the P. & R. Railroad. The party included Elliot C. Lee, president of the American Automobile Association; Secretary C. H. Gillette, of the same association; Secretary S. M. Butler, of the Automobile Club of America; George H. Day, general manager of the Association of Licensed Automobile Manufacturers; Augustus A. Post, chairman of the touring committee of the A. A. A.; Emerson Brooks, of the Automobile Club of America; George M. Weiss, of the A. A. A. racing board; W. B. Hurlburt, of the Packard Motor Car Company; George Crawford, George F. Applegate, R. H. Weaver, J. R. Eustis, W. H. Harrison, Arthur N. Jervis and F. Ed. Spooner.

The party was taken to Mr. Kunkel's house and light refreshments served, and then driven out to Round Top, a hill lying three miles northwest of Penning-

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ton, from which the whole country over which the course is planned is spread out like a panorama to the gaze.

Pennington is fifty-one miles from New York and thirty-nine miles from Philadelphia, and eight miles from Trenton. The plans call for a circuit of twenty miles, with natural grades, a two-mile oval track, and a four-mile speedway, on the same side of the circuit with the oval track, the latter two, with grand stands, to be about two hundred feet from the railroad station at Pennington.

It is proposed to get a right of way 100 feet wide throughout, but at first to build a roadway only thirty feet wide, twenty feet of macadam surface with a five-foot margin of gravel on each side. This can be done, it is claimed, for \$8,000 a mile, or \$160,000. In all, it is estimated that the project can be carried out for \$500,000, including the erection of grand stands, garages, a club house and a hotel on Round Top.

Beginning at the Pennington railroad station, the proposed course extends northerly to the foot of a range of hills, thence westerly, gradually ascending for about five miles and passing through a ravine to the summit. It is from this point that the fine view may be enjoyed, overlooking hills and valleys, the Delaware River, and practically all of the twenty miles. From here the course descends gradually southward, skirting the village of Titusville and following the tracks of the Pennsylvania Railroad and the banks of the Delaware to a point near Washington's Crossing; thence running easterly toward Pennington and the grand stand. Except for several miles on the home stretch, which will be prac-



GENERAL VIEW FROM THE PROPOSED SITE OF THE CLUB HOUSE

tically straight, the entire route will provide natural road conditions, without sharp turns, and exactly suited for racing purposes. On one portion there will be a rise for several miles with an average grade of five per cent.

From a historical standpoint the locality is extremely interesting, embracing as it does the ground over which Washington marched his army, after crossing the Delaware, to the battles of Trenton and Princeton. Stony Brook, which is mentioned in Revolutionary history as one of the interesting points, near which Washington made his camp, is in the immediate neighborhood.

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The options have been obtained at the lowest possible price, it is claimed, and the proposition of the promoters is to turn over the charter and the options for \$5,000 to those who subscribe the necessary capital of \$500,000. The Lincoln Trust Company, in New York, has been appointed fiscal agent, and the subscription books are now open. Not one dollar will be called for until all the money is subscribed.

The many advantages of such a speeding course are obvious. It would be always ready, without legal dispensation, and without danger to horsemen and pedestrians, for the "tuning up" of racing cars and for pleasure spins by those who like to go faster than the law allows. On it the Vanderbilt cup race could be held without menace to anyone, since the public could be excluded absolutely from the course. For the testing of new models by manufacturers such a proving ground would be almost beyond value. It is thought that nearly all the manufacturers would be willing to pay a substantial sum in annual dues to such a club in order to have a road over which to test their cars at top speed all day long if they desired. S. M. Butler said that such an institution should become the largest automobile club in the world.

Asa Goddard said that the road can be built in four months after the money is subscribed, so that it will be entirely possible to have it ready for the Vanderbilt cup race.

The idea, at present, seems to be to develop the enterprise along the lines of a club, with the members as stockholders.



PRESIDENT ELLIOT C. LEE VIEWS THE SCENE

Strikes Did Not Trouble Him

NEW YORK owners of automobiles found themselves tremendously popular last week. The subway and elevated strike proved whether they were Good Samaritans or selfish, unsociable brutes, who preferred comfort and privacy to the succor of suffering fellow-beings. Never were friends so numerous, nor passing acquaintances so cordial in their greetings. That one man rose to the situation is



made clear by the accompanying illustration. He loaded his White steam car with uptown friends every morning and brought them down to their places of business in fine style. The seven passengers shown made a typical load and were all the happier because of the frank envy of the less fortunate observers.

HER INTEREST IN AUTOMOBILES

SHE was a dashing brunette, and appeared to be much interested in automobiles exhibited at a certain local show. Meeting a girl friend, the latter expressed surprise at the brunette's presence.

"I did not know you cared for automobiles," she said.

"Oh, yes, I just love them," was the reply. "You see, my sister's brother-in-law's cousin has gone into the automobile business; he is a salesman, and we are all looking to have lots of automobiling this year. And I am studying up all the different makes——" and catching the eye of a stand attendant she smiled good-by to her friend and entered into an animated conversation with the former.

Preventives and Remedies

PART XXVI

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General Hints

WASHING AND CLEANING (continued).—If the wiping has been properly done, no moisture remains on the wiped parts after the skin has passed over them. The carriage, as such, is clean, but the details remain to be looked after. Nickeled or copper trimmings should be rapidly smeared with white polishing paste or powder, and rubbed with a dry skin. If they are neglected for a couple of days they become tarnished, or even rusty, if the nickeling is not well founded on copper. But if they are cared for every time the car is turned in, even very hurriedly, they will never require any hard work.

All parts on which the enamel has been baked may be rubbed with a rag. A pinch of *encaustique* on the rag will impart a fine luster at once.

Cushions and rugs should be carefully brushed. If they have received grease or kerosene spots, a clothes brush, dipped in benzine or gasoline, will quickly get them in condition. A curved furniture brush, or even a lamp-chimney sweeper, may serve to reach the dust in tufted upholstery.

When finally the lamps have been cleaned, polished, and, if need be, refilled, the grooming of the car will be finished, but there remains the equally or more important task of verifying the car's condition and preparing it for the next outing.

NUTS, BOLTS AND SCREWS.—The strength of the wrench should be proportionate to that of the nut. It must be understood by this that it is very imprudent to use a long and strong wrench to tighten or loosen a small nut. A long-handled wrench does not allow the mechanic to feel the nut, so to speak, and even the most dexterous operator will always tighten it more than the resistance of the metal permits of. Even in loosening, it often happens that a skillful hand, thus provided with an improper tool, will break the bolt or decapitate the "prisoner."

The tightening or loosening should be effected only up to the limit of elasticity of the metal. By this it must be understood that the hand holding the wrench should be sensitive enough to feel the least displacement of the pieces upon one another, and to perceive whether the nut is screwed entirely home upon the bolt, or whether it is still loose upon it. If it is absolutely tight, a supplementary stress will either form a dent in the bolt (often imperceptible, but soon leading to the destruction of the latter), or will result in the stripping of the threads of the nut or bolt, or of both. The wrench must never be struck with a hammer in order to cause a more perfect tightening, except perhaps in the case of nuts and bolts of very large size, which are better capable of withstanding the effect of maltreatment.

(To be continued.)

AUTOMOBILE TOPICS



Why the Lakewood racing project was so confidently entered upon, in spite of the New Jersey law against speeding on the public highways, became apparent this week. On Monday, at Trenton, Assemblyman Pearce, of Ocean county, introduced a bill which provides that township committees may give automobilists the right to hold races on public roads. The measure

is introduced largely at the instance of the people of Lakewood, in order that society people visiting there may race their big machines. Such proceedings being at this time clearly in violation of the speed section of the automobile law, it is necessary to secure additional legislation. The bill gives to township committees complete control over such speed contests, and provides that automobiles engaged in such races shall be liable for any damage that may result. This bill was referred to the committee on towns and townships, of which Assemblyman Pearce is the chairman.

A RACE meet to be held during the week of March 20 has been decided on by the Houston (Tex.) Automobile Club. Barney Oldfield and Col. E. H. R. Green are expected to be the stars, each having been communicated with by the club, and promised to be present. A committee on arrangements has been appointed, consisting of M. J. Lossing, G. W. Hawkins and Sam Bering. J. Wade Cox was elected vice-president, succeeding Spencer Hutchins.

THE Chevalier Vincenzo Florio has offered a prize of \$10,000 in connection with the Florio cup race for 1905. Of this sum \$8,000 will go to the owner of the winning car, \$800 to the driver, and \$600, \$400 and \$200, respectively, to the drivers of the second, third and fourth cars. The Florio cup will be raced for annually for seven years, and at the end of that time will be handed over to the owner who has scored the greatest number of wins; in the event of a tie between two or more persons, an extra race will be run between them, each owner or firm being entitled to enter three cars. The race will be run on Italian soil, over a distance of 375 miles. The first contest will be held in connection with the Brescia meeting in September next.

PERMISSION has been given by the Bavarian Government for the holding of speed trials on the Kesselbergstrasse and in the Forstenrieder Park in connection with the Hekomer Trophy and the Bleichroder Cup race in Munich. The races in the park are to be held on a Sunday in August, the meeting extending altogether from the 10th to the 16th of August. The full rules relating to both events have now been issued by the Bavarian Automobile Club, 21, Schommerstrasse, Munich.



AUTOMOBILE TOPICS



At the Boston Automobile Show in Mechanics' Hall, and the Importers' Show in Symphony Hall, all the past week, many people prominent in society at the Hub were in attendance. Some of those who inspected the automobiles were Mr. Francis Lee Higginson, Mrs. George Cabot Lee, Mrs. James Lawrence, Jr., Miss Dorothy Forbes, Mr. and Mrs. Richard C. Dixey,

Mr. Holker Abbott, Mr. J. Templeman Coolidge, Mrs. Charles Perkins, Mr. and Mrs. George Draper, Miss Juliette Higginson, Mrs. H. H. Fay, Mr. and Mrs. A. Lawrence Rotch, Mr. and Mrs. Robert S. Bradley, Mrs. Nathan Matthews, Miss Nathalie Matthews, Colonel and Mrs. William A. Gaston, Mrs. John L. Thorndyke, Miss Olive Thorndyke, Dr. and Mrs. Frank Wells, Miss Wells, Mr. and Mrs. Francis L. Peabody, Mrs. William Caleb Loring, Mr. and Mrs. Robert C. Hooper, Miss Christina Whitney, Mr. and Mrs. Kenneth Horton, Mrs. Charles A. Kidder, Mrs. George J. Putnam, Mr. and Mrs. J. Foster White, Mr. and Mrs. S. Eliot Guild, Mr. Curtis Guild, Mrs. Charles Marsh, Miss Eloise Hersey, Miss Emily Beebe, Mrs. William P. Blake, Miss Anne Blake, Mr. and Mrs. Horatio Curtis, Mr. and Mrs. Howard Cushing, Mr. Robert M. Cushing, Mrs. George Mumford, Mrs. George Cabot Lee, Jr., Mr. and Mrs. Eliot Hubbard, Mr. Eben D. Jordan, Mr. and Mrs. George Flint, Mrs. Charles Almy, Mrs. J. B. Ames, Mrs. C. S. Bird, Mr. and Mrs. William Canterbury, Mr. George Canterbury, Mrs. Richard Starr Dana, Mrs. H. L. Higginson, Mrs. J. D. Minot, Miss Mary L. Ware, Mrs. Roger Wolcott, Mr. and Mrs. W. H. Richardson, Mrs. Robert Walker, Miss Annie E. Allen, Mrs. E. A. Darling, Mrs. J. De Forest Danielson, Mrs. Lars Anderson, Mrs. Arthur Cheeny, Mrs. Paul Thorndike, Mr. and Mrs. George A. Taylor, and Miss Mary H. Winslow. Following the shows each evening there were many supper parties at the Somerset and the Lenox hotels. The new orange room at the latter was especially popular, as it had been opened just in time to be available for show visitors.

MR. ALFRED G. VANDERBILT has been suffering from a severe attack of rheumatism at his Newport residence, but recovered sufficiently to attend the Boston automobile show the early part of the week. Mr. and Mrs. Reginald C. Vanderbilt have returned to Newport from New York and Washington, and will remain at their country place there until April, when they will go to Boston for the horse show to be held there.

MR. JOHN D. ROCKEFELLER, who recently purchased an automobile, has become so infatuated with the sport that he has purchased another exclusively for the use of Mrs. Rockefeller. He spends much time in touring the roads about Lakewood in his 40-hp. Peerless, which he recently purchased. Mr. and Mrs. Rockefeller even go to church in one of their motor cars.

MME. ADELINA PATTI and her husband, Baron Cederstrom, are touring southern France and Italy in their motor car. They recently arrived at Cannes.

AUTOMOBILE TOPICS

MRS. CORNELIUS VANDERBILT, JR., is a guest of Mrs. R. T. Wilson, Jr., at Palmetto Bluff, her country place in South Carolina, and later may go to Asheville. The visitor at Asheville who contemplates seeing all the notable features of the mounted plateau has a choice of many trips. For this reason it may be confidently predicted that Asheville must ultimately become the greatest motor car center of interior resorts. If ever a great section needed the motor car to exploit it, Asheville is the place. Hundreds, perhaps thousands, of its scenic places could readily be brought within a day's trip.



MRS. EBEN HILL
Photo by Davis & Sanford

In other words, the entire radii of one hundred miles surrounding the Battery Park Hotel would yield to daily spurts of a motor car. In addition, comfortable hotels everywhere abound, so that three-day and longer tours can be made from the city. Of course, the motor car is there already, but not in the sense that it is at the coast resorts. One can stand, for instance, on Deal Lake Bridge, between Alenhurst and Asbury Park, and see a thousand motor cars pass any day in summer. Asheville is the place for motor cars by the thousand, and no doubt its day will come, since its good roads warrant the prediction.

MRS. EBEN HILL, whose portrait is reproduced herewith, is a prominent society woman of southern Connecticut, who resides in Norwalk, where her husband is the president of the Norwalk Iron Works. Mrs. Hill is a keen automobilist and drives her own car. Mr. Hill is equally at home in managing a car, and the two have many delightful trips.

MANY motorists still linger at Palm Beach, which is society's great center in the winter. Some of those who had been there this season are the following: Mrs. George Gould, Mrs. Stuyvesant Fish, Mr. and Mrs. W. K. Vanderbilt, Sr., Mr. and Mrs. Alfred G. Vanderbilt, Mrs. Frederick Martin Davies, the Countess de Castellane, Mr. and Mrs. Charles Dana Gibson, Mr. Frederick Townsend Martin, Mr. and Mrs. Julien T. Davies, Harry Lehr, Mr. and Mrs. John Wanamaker, Mr. George Crocker, Mr. and Mrs. Charles A. Childs, Mr. and Mrs. H. McK. Twombly, Mr. and Mrs. John D. Rockefeller, Mr. and Mrs. Oliver Iselin, Mr. and Mrs. Livingston Beekman, Mr. Arthur Kemp, Mr. and Mrs. Henry Phipps.

AUTOMOBILE TOPICS



AN active season is planned by the runs and tours committee of the Long Island Automobile Club. No less than three competitions are announced. One of these is for the "Mesereau Mileage Mug," a cup presented for competition by E. W. Mesereau, the award to be made to the club member who, between March 15 and October 15, has the largest mileage to his credit. On the same date, the competition for the "Adams Attendance Award" began. It is to be presented to the member of the club who, with his car, shall have attended the largest number of regularly called meets between March 15 and October 15. The third competition is for the D. J. Post prize, a Veeder odometer, which is to be presented to the club member having the largest mileage recorded on that type of instrument.

SPRING is here. So at least the Long Island Automobile Club believes, and in token thereof, have announced their first club run, to take place to-morrow, March 19. The start will be made from the club house, 360 Cumberland street, Brooklyn, at ten o'clock sharp, proceeding via the Jericho turnpike to New Hyde Park, thence north over the New Hyde Park road, past the estate of William K. Vanderbilt, Jr., to the North road, thence east to Manhasset. Lunch will be served promptly at one o'clock.

CUTLER SCHOOL, New York City, has long been noted for the keen interest its students take in the automobile. No less than eighteen cars, most of them being large touring machines, are owned by members of the Cutler Automobile Club, a flourishing organization maintained in connection with the school. The club proposes to begin the season bright and early, and to that end has called an opening run for to-day, Saturday. Garden City is the destination, and the start will be made at 10 o'clock from the school, 20 East Fiftieth street.

THAT wide-awake organization, the Automobile Club of Bridgeport, is taking an active interest in the automobile bills now before the Connecticut Legislature. At a meeting held last week, President Bolande named T. H. Macdonald, J. B. Cornwall and A. L. Riker a legislative committee to appear at the hearings and represent the club. Much work is being done to make the present season an active one. A smoker is being arranged for, as is the annual banquet and meeting of the club, both of which take place on April 4. President Bolande named Frank P. Staples, E. M. Hanke and W. S. Teele, Jr., as a committee to bring in a list of names of officers for the coming year.

THE land of the Pharaohs now has an automobile club. Recently a number of automobilists of Cairo, Egypt, met at Shephard's Hotel and effected an organization which is expected to become a vigorous and active body. There are a number of automobiles owned in Egypt, and the number is growing rapidly. The Sirdar, at Khartoum, drives one, and many members of the Khedival family in Cairo are passionately devoted to the sport.

AUTOMOBILE TOPICS

WITH the approach of the outdoor season, the Bay State Automobile Association, Boston's new club, is planning an exceedingly active campaign. Its initial venture will be a paper chase run, and is intended to be the forerunner of similar club outings. It will be conducted upon lines which will prevent racing on the part of the members, and make it impossible to break the speed law, the idea being to arrange a club run in which cars of every horse power will be able to get to the objective point within a reasonable time.

Some two hours ahead of the appointed time the pilot car, in this case taking the place of the hare in a hare and hound chase, will leave the club house, scattering confetti in its wake, laying the scent for the cars to follow. The work of the men in the first car will be to select a route with a great number of twists and turns in it, to prevent fast work on the part of the hounds, who are to start somewhat later.

The course for some 30 or 40 miles will be marked by the confetti, the hare taking shelter in some hostelry in the country, where, upon the arrival of the hounds, a good dinner can be enjoyed. The operator of the first car to reach this place after the hares will receive a cup.

THERE is a splendid ring about the clear-cut and vigorous resolutions adopted by the South Jersey Automobile Club, at its organization meeting, held at Vineland last week. After electing Dr. Theodore Foote president, Rev. C. M. Perkins vice-president, C. P. Keighley secretary, and C. W. Pearson treasurer, the club passed a resolution condemning the Assembly bills amending the automobile law. The bills were pronounced "vicious and unjust, and calculated to destroy the automobile industry and discourage their use." The club indorsed the bill offered by Senator Brown requiring all vehicles to carry lights between sunset and sunrise.

A MEETING preliminary to the annual gathering of the New York State Automobile Association, which is to take place at Syracuse this week, was held at Buffalo last week. The Automobile Club of Elmira was admitted to membership, making the total number of members in the association about two thousand. It was decided to re-elect William H. Hotchkiss, of Buffalo, president, and Frederick H. Elliott, of Syracuse, secretary-treasurer. The formal election will take place at the regular annual meeting.

OFFICERS to serve for the ensuing year were elected at a meeting in Daytona, Fla., on Thursday, of the Florida East Coast Automobile Association. Edward M. Steck was re-elected president, H. G. Hunnewell acting secretary, and F. M. Conrad treasurer. The directors are H. L. Bowden, William Wallace, E. R. Thomas, F. E. Bond, J. B. Moore and J. W. Wilkinson.

THERE is a flourishing club at Buluwayo, Rhodesia (South Africa), consisting of thirteen members. It is termed the Automobile Club of Rhodesia.

THERE is talk of a new Brooklyn club. A number of automobilists residing in the Flatbush district have discussed the matter and an organization may be effected soon.

AUTOMOBILE TOPICS



IN addition to the West good roads bill, whereby the poorer towns and counties of New York may build cheap roads with State aid, instead of constructing more expensive roads under the Higbie-Armstrong law, Mr. Moreland, of Chemung, has prepared bills amending the Higbie-Armstrong law, and extending the benefit of the proposed \$50,000,000 bond issue to include the

poorer towns. These bills are the result of a conference of Republican good roads assemblymen, including Mr. Moreland and Mr. West. Mr. Moreland said he believed the pending bill of Senator Armstrong, appropriating \$50,000,000 would affect only eight or ten counties that could afford to construct expensive macadam roads under the Higbie-Armstrong law.

THE Sproul new road bill, appropriating about \$6,500,000, to be expended in a period of four years, which passed the Pennsylvania Senate last week, was amended by the House committee on public roads to further relieve counties and townships of their portion of the cost of constructing and maintaining roads. The original bill provided that the State should pay four-sixths of the cost of all roads constructed under the provisions of the bill, and that the counties and townships should pay one-sixth each. This was changed in the committee to make the State pay ten-twelfths of the cost, and to require the counties and townships to pay one-twelfth each.

MORE than \$2,250,000 would be raised annually and distributed among the different townships of Pennsylvania for road purposes if a bill introduced by Representative Hitchcock, of Tioga, becomes a law. It proposes that an additional tax of one mill be levied on personal property, capital stock and bonds of corporations, joint stock associations, companies, limited co-partnerships, gross earnings of corporations, bankers, brokers and foreign insurance companies, which are now taxed for State purposes, including the capital stock and bonds of companies, limited co-partnerships and corporations engaged in the manufacturing and brewing of beer.

A HEARING on the bill before the Connecticut Legislature to appropriate \$600,000 for improved highways for the next two years, took place before the Senate at Hartford last week. It was largely attended, and the speakers were almost a unit in favor of the bill. Highway Commissioner James H. Macdonald declared that he believed that since the good roads movement began the towns themselves have built more roads than the State has. The movement had grown beyond expectations, he said, and not an engineer's stake had been driven where he had not personally looked over the ground. Every town, farmers' meeting, county, city and newspaper, except one, have spoken for the work. Mr. Macdonald showed, and last year he found he would have needed \$422,000 to meet the requests of the towns in the State, all voluntarily asking.

BOAT MOTORING

THERE is a great field for motor boats in China, according to Consul Anderson, Hang-chau. The whole of China is a network of canals and rivers, upon which motor boats, especially boats of light-draft capacity, can be operated. Within the past few years the accepted mode of travel has been by house boat, towed by a steam launch. Where the regular lines of steam launches do not run, the old-time house boat with a yuloh, or scull, is employed. These boats are very slow, and grow more and more unpopular. It will be many years before this travel is displaced by railroads, and in the meanwhile there is a growing favor for power boats, both for the private ownership of those who are compelled to go about considerably in China, and for a more or less public service.

The motor boat as it is now made in the United States is practically unknown in China, says Consul Anderson. In Shanghai and other prominent trading points on the coast there are a number of modern small launches, but the great interior is practically untouched. The Chinese people who have sufficient means to buy such things are turning more and more in the direction of modern Western inventions, and I have no doubt that a consistent and persistent campaign in behalf of American motor boats, of cheap and substantial grades, would result in building up a great and permanent business. The need of motor boats is here, and the Chinese and foreigners domiciled here are appreciating the need.

THE man who introduced a bill in the Massachusetts Legislature to regulate the running of motor boats has been outdone. Representative Davis, of Plymouth, has introduced a bill to compel the muffling of motors all along the Massachusetts coast. The good people of Plymouth declare the boats buzz like a swarm of angry bees and disturb their peaceful slumbers. They cite that all persons have a right to be protected against "noise which constitutes an annoyance to a person of ordinary sensibility to sound, such as materially to interfere with the ordinary comfort of life and impair the reasonable enjoyment of his habitation."

E. R. THOMAS is going into the motor-boat racing game in earnest, believing that he can duplicate his successes on land. He has placed an order with Smith & Mabley for a boat constructed on the lines of the Challenger. It is to be 40 feet in length, and equipped with an S. & M. Simplex engine of eight cylinders, supplying 150 hp. It must travel 30 miles an hour or the sale is void. The new boat will be designed by Tams, Lemoine & Crane, and those who will furnish the engine declare it will go even faster than the required speed. Mr. Thomas will drive the boat himself, and will enter it as the representative of America in the race for the Sir Alfred Harmsworth cup to be held in England.

A MERCEDES-CHARLEY racing motor boat is being built for M. Charley which is expected to attain a speed of 32 miles an hour.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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E. E. SCHWARZKOPF, *President.*

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ON or about April 1 the business and editorial departments of AUTOMOBILE TOPICS, now at 1440 Broadway, will be removed to the suite of rooms, Nos. 401, 402 and 403, now being fitted up for them in the new Times Building, at Broadway and Forty-second street. After the above date the address will be AUTOMOBILE TOPICS, Times Building, Times Square, New York City.

The Ethics of Buying

THERE was a time when automobiles were sold by factory selling forces direct to users. Some persons thought then that the practice was a good one and that it would prove permanent. They deluded themselves with the belief that long distance negotiations between buyer and seller, sometimes a thousand miles apart, could be conducted just as satisfactorily as similar transactions between principals in close touch and able to discuss knotty points and settle on the spot differences of opinion and disputed claims. They are considerably wiser now. And no small part of the growth of the automobile industry is due to the present system of effecting sales.

AUTOMOBILE TOPICS

While this delusion has ceased to be entertained where the domestic product is concerned, it still survives to a limited extent among buyers of foreign cars. Chief among the reasons for this is the saving in price that it is sometimes possible to effect by crossing the ocean and buying direct from the European factories or intermediaries. "Why pay middlemen's charges?" they ask. "Better to take these profits ourselves than to hand them over to an intermediary, who pockets them and does nothing in return." So they save at the spigot and lose at the bung-hole—pocket a few hundred dollars and put up with trouble and inconvenience, suffer deprivation of the use of the car for weeks at a time and wind up with general dissatisfaction.

No greater mistake could be made. The whole history of the science of retailing is one long battle against the intermediary—a battle that is unsuccessful because it is hopeless. The intermediary—be he importer, agent or dealer—is an indispensable and integral part of the selling scheme. He is the buffer interposed between the maker and the user, the lubricant interposed between rubbing surfaces to prevent or minimize friction. His part is that of arbitrator, who judges between the maker who holds his product to be perfect and the user who assigns every mishap to faulty construction. He displays the factories' goods, explains their merits, instructs the buyer in their use, points out how to avoid as well as to remedy troubles and in general acts as the smoother of rough places, the adjuster of difficulties and differences.

In the case of such an article as an automobile the intermediary is more indispensable than ever, and especially when the maker and the user are separated by three thousand miles of water and some hundreds of miles of terra firma. It is true that some foreign cars can be imported more cheaply if purchased in Paris. But there is no advantage in doing so. There is the danger of injudicious buying, of falling into the hands of unscrupulous dealers and having old or obsolete cars palmed off as the latest patterns. But even if this danger is avoided the buyer is only on the threshold of trouble. His principal is far off and cannot be appealed to for advice or practical help. If a defective part develops—big or little—it takes weeks to replace it. If the car is not as specified there is no immediate redress and small chance of ultimate one. There is no one behind the car, no one to look after it, to furnish exchange parts, to take an interest in it and see that it does good work.

Contrast this with the situation if the car is purchased from an importer of substance and reputation. He makes it his business to look after the customer and see that he is satisfied. He is the man behind the car, who rights wrongs and if possible prevents them. It is shortsighted and expensive in the end to overlook him.

New Pope Garage Is Formally Opened

MANAGER ELLIOTT MASON, of the Pope Manufacturing Company, and his staff of assistants, are now "at home" in their fine new quarters at Broadway and Fifty-fifth street, New York City. The inaugural ceremonies took place on Wednesday last, and the numerous Pope lines—the Pope-Toledo, Pope-Waverley, Pope-Hartford and Pope-Tribune—at last have quarters roomy and in every way adequate to set them off.

The Pope garage, as it is officially termed, was erected especially for the Pope Company. It is one of the most modern of its kind, and has every possible equipment for the comfort and convenience of its patrons. The building is a four-story one, fronting on Broadway, with an entrance on Fifty-fifth street. The basement is used for storage, with a turn-table next to the elevator to send cars in any direction. On the main floor is the show room and administrative offices. On the floor above is the ladies' parlor, room for chauffeurs, a commodious locker room for patrons, and shower baths. The third floor contains storage and repair facilities, and the electric charging plant machinery. On the fourth floor is a complete repair shop, equipped with the most modern machinery, including a traveling crane. There are pits in the floor to facilitate working under the cars, and a ball-bearing turn-table next to the elevator. Here, too, is a complete stock room and a dustproof room, where cars are painted and varnished.

The garage is in charge of Elliott Mason, manager, assisted by Robert E. Fulton. Applications for garage room have been received in large numbers, and almost all the space for this purpose has been taken.

Litigation Over Knox Name

A TEMPORARY truce has been declared in the litigation pending between the Knox Automobile Company and the Knox Motor Truck Company, both of Springfield, Mass., over the right to use the word "Knox." The former concern a short time ago asked for and obtained an injunction restraining the Truck Company from using the word "Knox," claiming that it is practically a trade mark for the vehicles made by it. On Monday the defendant's attorneys asked for a modification of the injunction, in view of the fact that it is now exhibiting its product in Boston and the injunction would prevent its doing so. No objection to such modification was made by the plaintiff's attorneys, and the injunction was accordingly modified. At the same time it was agreed to set Tuesday, March 21, as a date for arguing the case, pending which the Truck Company is permitted to use the word "Knox" under certain restrictions.

It will be recalled that several months ago Harry A. Knox withdrew from the Knox Automobile Company and formed the Knox Motor Truck Company. The similarity of names and the conflicting use of the word "Knox" led to the courts being asked to pass on the matter.

WHAT is probably the largest pneumatic tire ever constructed was shown in London recently, at the Palmer Company's stand. This enormous pneumatic has an equivalent tread to that of a 10-inch tire.

Motor Bus Line for Long Island

LONG ISLAND will become more than ever "New York's playground" when automobile buses begin carrying passengers the length and breadth of the island. A step to this end is the incorporation of the Long Island Automobile and Observation Company, of Westhampton Beach, which took place last week, with a capital of \$100,000, to carry passengers and merchandise from Jamaica to Amagansett. Gustav H. Liedtke is the originator of the scheme and has interested a number of New York, Brooklyn and Long Island people with him.

The company purposes to have eight passenger automobiles, each seating twenty passengers and of from 60 to 90 hp. each, in operation by June 1, and work on these machines has already commenced. Owing to delay in getting the plans perfected, cars will only be run regularly between Jamaica and Quogue this year, and each car will make a round trip between the terminals daily with stops at the principal villages.

Tells Tales on Chauffeurs

BETTER than any punitive provisions of law, or moral suasion, for preventing the abuse of cars by hired chauffeurs, is a guardian time clock that is being used and introduced by the Marquis Emil de Torre Hermosa, who is now in New York. As explained by the Marquis to the representative of AUTOMOBILE TOPICS, it seemed a wonderful tell-tale, and a picture of it was made forthwith—amateur photography, indoors.

This time clock, when closed, looks much like a brass lantern, with no place for the light to shine through. The handle acts like the arm of a padlock, one end of it sliding in and out of a socket and locking there. Inside the device there is a lot of clockwork and a circular card divided into many parts by meridians and parallels. The card revolves so slowly that, like clock hands, its movement cannot be seen. The device is hung by its handle into a speed-change socket, preferably that for second speed, so that the changing lever cannot be thrown into that socket without removing the clock. To do this it is necessary to unlock the handle. Every time the handle is unlocked the card dial within is punctured in a way that shows the date and the time of day when it occurred. When the handle is locked back in place the tell-tale card is again pricked, so that the owner can tell just when the car was taken out and how long it was kept out. If the clock is hung on the first notch,

or on the clutch lever or pedal, the car cannot be moved, but attaching it to the second speed permits it to be moved about for cleaning, but hardly permits of road use. The device is an American invention, but the Marquis has taken an interest in it. The body of the clock is ten inches high by four broad, and three deep.

Macdonald Praises and Blames

ARTHUR MACDONALD, the British driver of the record-breaking Napier car, has returned to England after his triumphs on the Florida beach. He is bubbling over with praise of American sportsmen, who, he says, are princes of good fellows, and of the arrangements for timing the races. But of the Ormond-Daytona beach, and the management of the races, he has a very poor opinion.

"The track was very 'bumpy,' the wrong week being selected," he said. "It



ARTHUR MACDONALD AT BALDWIN'S COTTAGE, ORMOND

was high tide in the middle of the day, and it was the season for gales and blizzards, and the result was that the sea kept well up, and when it did recede the track got frozen, and ripples were formed in it, which made driving exceedingly difficult.

"The timing was very good. The referee was extremely nice, there was no favor, and everybody was impartial. As regards sport, I have never met such a fine set of sportsmen as I did in Florida. Everybody was ready to take their beatings very well, and would come up and give me their congratulations."

To celebrate the successes of the Napier driver, a dinner was tendered Macdonald at the Florence restaurant by the heads of department of S. F. Edge, Ltd. It was presided over by S. F. Edge, who bore testimony to Macdonald's abilities as a driver and the manner in which he had worked his way to the front without influence and by merit alone. Mr. Edge also made the interesting announcement that a much larger car was being built for next year's Florida meeting, and that it would again be driven by Macdonald.

What a 16 Per Cent. Grade Looks Like

THE ability to ascend a steep grade without materially slackening speed, or calling upon the engine for its full power, is one of the severest tests to which a car can be subjected. It is for this reason that powers are increased to considerably beyond that needed for levels.

The car shown here is a 30-hp. Pope-Toledo, and the grade it is taking on



the second speed is one of Boston's teasers, and it only measures 16 per cent., although it looks much steeper. The road was in bad condition, and it is so located that it was impossible to get a start up the hill. It had to start almost from a standstill as it turned the corner. The grade is 625 feet long.

A Farmer's Retort

THIS is from the log of the publicity man of the E. R. Thomas Motor Company. It reminds one of press agent stories from the Rialto in New York:

John O'Mara, the "Thomas Flyer" Kansas City agent, was hitting a merry clip along the Lone Jack road one day last fall when he encountered an old farmer on horseback. On seeing the "green devil" the horse threw a fit or two, and Mr. O'Mara and the rider had quite a time pacifying the brute.

"Why don't you get an automobile?" O'Mara asked the farmer, as they were about to part.

"I never liked them oil stoves on wheels," demurred the farmer.

"You're behind the times, my friend. Horses are out of date."

"Maybe so," assented the rural one, "but if we were to have another war, and you got penned up in a place like Vicksburg, as I was, an' had to make a meal out of an automobile's hind wheel, you'd wish you were not so up-to-date."

Reckless Driving at the Circus

A BRAND new stunt for an automobile, and one to which motor car users should take their police friends, in order to show them what reckless driving really is, will be introduced at the Barnum & Bailey Circus, which opens in Madison Square Garden, New York, on March 25. It is a genuine "thriller" of the loop-the-gap variety with variations. The appurtenances for it came over from France on the St. Paul, which docked at New York last Saturday, and the performer of the feat, Mlle. Mauricia de Tiers, will arrive this week. The act is called "L'Auto Bolide," and it was introduced at Le Folies Bergères in Paris. The prints showing the act, put forth by Lady Hamilton, show the young woman rushing upside down through the air at a speed that breaks the law several times over.

The framework for the feat is of different character than those of any prior or similar arrangement built for bicycles and the performance is in every way more daring and more sensational.

The automobile with its occupant starts from a platform as high as a four-story building and runs with alarming speed down the nearly perpendicular declivity, which is in form the outside of a gigantic letter S inverted. As the lower curve of the S is reached the automobile and its rider are suspended upside down and spring forty-five feet across the "gap." The steel framework here supports a curved runway that begins in a half-moon shape and straightens into an easy incline to the ground, where the young woman and her automobile complete their journey. As the performer and the automobile are suspended upside down for a large part of the run, the circus men say that "L'Auto Bolide" is the limit of possibility of sensational aerialism."

Examinations for French Chauffeurs

A SPLENDID work in providing competent chauffeurs is being performed by the Association Generale de l'Automobile, which has its offices on the premises of the Automobile Club of France. The association holds periodical examinations for chauffeurs, and supplies a certificate to those who are satisfactory.

To obtain this certificate a man must not only demonstrate the fact that he can drive well, execute minor repairs, and look after the complicated machinery in his charge, but he must also give evidence of the fact that he is of a respectable character, and not given to defrauding the people who employ him.

The Automobile's Bad Habits

"SOME straight-laced persons object to the automobile now," remarked Brown to his motoring friend.

"Why now, any more than before," asked the latter.

"Because it has contracted the side-door habit within a year," was the reply.

"I suppose it would be all up with automobiles with the temperance people, then, if they ever start using alcohol in place of gasoline," said the friend of the steel steed.



ONLY rarely does a new concern make such rapid and long strides as has the Swinehart Clincher Tire and Rubber Company, of Akron. Formed only a year ago to make and market the Swinehart clincher solid tire, the company has made a pronounced success of the venture, and has now acquired a fine plant of its own at a cost of \$40,000. The deeds were signed last week, which put the Swinehart company in possession of the plant of the Rubber Specialty Company. It is located at the corner of North Howard and North streets, Akron, and is a 3-story brick building, with a 65-foot frontage on Howard street, and running back 200 feet. It is fully equipped with machinery, although a number of alterations and improvements will be made by the Swinehart company which will require a month before active operations can be begun.

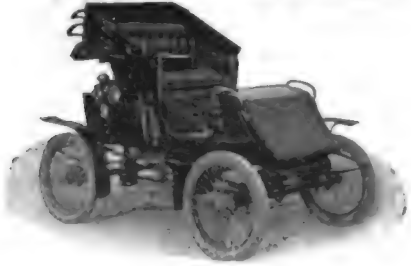
The Swinehart company is incorporated for \$100,000. Its officers are: President, J. A. Swinehart; secretary, Benjamin C. Swinehart; treasurer, Howard Siegrist. These, with Messrs. Henry Feuchter and F. E. Ream, constitute the board of directors.

A PLAIN tale, simply and convincingly told, is contained in the new Grout Bros.' catalogue. The respective merits of steam and gasoline are discussed at length, with the natural result that steam—"the world's power"—is presented in its best light. The new Grout steam car is illustrated and exhaustively described.

THAT the Acme Automobile Company, of Reading, Pa., is out to get its full share of business, is becoming increasingly plain. The placing of the Acme interests in the Metropolitan district in the capable hands of the Acme Co. of N. Y. was noted in these columns a few weeks ago. Now Philadelphia has been invaded. The Acme Company will open a sales agency in the Quaker City, quarters at 1335 Arch street having been secured. D. W. Webster, formerly with Banker Bros., will be in charge as manager.

PRICES—1905

From \$650.00 to \$900.00. Write for Particulars



PRESCOTT

A steam automobile which has been proved of superior worth. It is especially adapted for doctors' uses. Quick to get ready; absolutely safe; speedy; will not freeze up; no hand pumping; has a patent vaporizing device for "firing-up."

Built for 2 or 4 people. Has a folding front seat.

At the hill-climbing contest at Eagle Rock, N. J., the \$800 PRESCOTT was but 2-5 seconds behind an \$8,000 French car, and was 10-5 seconds ahead of a \$3,500 car.

40-h.p. Decauville (gasoline) 1 min. 37-1-5 sec.

71-3 h.p. PRESCOTT (steam) 1 min. 37-5-5 sec.

15-h.p. White (steam) 1 min. 48 sec.

36 cars competed in this contest of which only two American built cars equaled the time made by the "PRESCOTT."

See our Exhibit at Boston Show.

PRESCOTT AUTOMOBILE MFG. CO.

90 West Broadway

New York

Standard Parts For Power Trucks and Wagons

THE marked economy of power wagons for delivery, express and truck service, and their superior reliability when in reasonably intelligent hands, is so well established that those who are conversant with the facts cannot fail to see that power wagons are rapidly beginning to supersede horse service. * * * * *

PARTS WE SUPPLY:

Steering Gear—complete, Front axles—complete, Hub Brakes, Chains, Sprockets, Distances Rods, Counter-shaft and Reduction Gears, Countershaft Brakes, Motor Hangers, Electric Motors, Controllers and Accompanying Details.

Send for Catalogs Nos. 2, 3 and 5.

Touring Car Parts—Catalogs Nos. 6, 7, 8 and 9.

FEDERAL MANUFACTURING CO., Elgin, Ohio

[Selling Agent, HAYDEN LAMES,]

[American Trust Building, Cleveland]

Mention "Automobile Topics" when writing.



WHY not lessen the expense and increase the efficiency of your delivery equipment by the use of the

Pope-Waverley Electric

Build up your business by up-to-date methods.



Model 23

Price, \$1,400

Catalogues on request.

Pope Motor Car Co.
INDIANAPOLIS, IND.

THE many friends of "Tom" Hay will earn with surprise that he has resigned his position as manager of sales for the National Motor Vehicle Co., Indianapolis, and connected himself with the Fisher Automobile Co., of the same city. He will take charge of the local sales of the Fisher Company, who handle the Pope, Winton, Olds and Buick cars.

THE lengthening list of Locomobile buyers includes a goodly number of persons notable in many walks of life. Among recent purchasers are: Major Harrison K. Baird, Jr., formerly military secretary to Governor Odell; Clyde Fitch, the well-known playwright; Col. Max Fleischmann, of Cincinnati; Hon. Julius Fleischmann, Mayor of Cincinnati; C. G. Roebling, Trenton, N. J.; Jefferson Seligman, pioneer automobilist and banker, New York; Hon. Fred W. Wurster, ex-Mayor of Brooklyn; George T. McQuesten, Boston; A. R. Wilson, of Earle & Wilson, New York; Frederic W. Scofield, general manager Federal Lead Company, St. Louis; William Endicott, Jr., broker, of Boston; R. R. Cable, ex-president of the Rock Island Railroad, Chicago.

UNDER New Jersey laws the South Orange Motor Car Company was incorporated last week. The capital is \$100,000, of which \$1,000 is paid. The incorporators were, Frederick and Clara Ardley and Alick and Evelyn Merriman, all of South Orange.

Our in California they have learned that the Wayne car is a wonder when it comes to climbing hills. As a result there is a rush for Waynes, and the Wayne Automobile Company have just shipped four carloads of the two-cylinder cars to their agents in San Francisco.

It came about in this way: At Riverside there is a mountain road known locally as Box Springs Grade. It is 2½ miles long, and the best time any car had been able to make the ascent in—previous to the Wayne's tackling it—was 16 minutes. A short time ago, however, Walter T. Fry, the Wayne local representative, drove a two-cylinder Wayne up the grade in 5 minutes and 40 seconds. Since then the Wayne has been cock of the walk.

Mention "Automobile Topics" when writing.

THERE is no necessity for asking C. F. Splitdorf how business is. His has grown to such an extent that he has been obliged to secure additional quarters at 18 Jacob street, where he has 6,000 square feet of floor surface. At the Vandewater street place he has 15,000 square feet, but it was inadequate.

ONE of the most recent Mercedes victories abroad was the winning of the Cannes cup by the Chevalier Florio. He was also victorious in the Concours de Friens.

OFFICERS of the Four Wheel Drive Company, of Milwaukee, were elected at the annual meeting held last week. They are as follows: President, Dr. Nelson P. Hulst; vice-president and manager, H. Theodore Hansen; secretary and treasurer, Godfrey V. D. Titsworth; directors, William W. Allis, C. W. Norris, Edwin Reynolds, Guido E. Wiggernhorn.

The company will turn out trucks for July delivery, and plans are being made for an enlargement of the plant by the erection of a new shop 60x180 feet.

THE Tremont Garage Company has been incorporated at Boston, with \$10,000 capital. The officers are: President and treasurer, Frank D. Stranahan, and clerk, Anna R. Stranahan.

FIRST blood has been scored by the A. L. Dyke Automobile Supply Company, of St. Louis, Mo., in its legal battle against A. L. Dyke. The United States Circuit Court of St. Louis has granted an injunction restraining the use of the word "Dyke" or the words "A. L. Dyke," or "Dr. Dyke," or any other expression or combination of words and expressions containing the word or name "Dyke," in any manner connected with, joined to, or used with the expressions, "Automobile Supplies," "Original Automobile Supply Company," "Original Automobile Supply Business," "First Automobile Supply Business," or any other similar or equivalent words or expressions. These names and expressions were used by A. L. Dyke after he sold his interest in the Dyke Company, which he founded.

NO ECONOMY

in the purchase of a car
is so false as economy
in tire selection.



IF

we can get a copy of our booklet into your hands, we believe it may prove the means of saving you not merely many dollars in money, but many hours of vexation and discomfort and, like as not, many days' disuse of your car. A word from you will bring a copy.

The Fisk Rubber Company Chicopee Falls, Mass.

Western Office 1251 Michigan Ave., Chicago, Ill.	Eastern Sales Office 754-5 Seventh Ave., New York
BOSTON , 233 Columbus Ave. SPRINGFIELD , 40 Dwight St. PHILADELPHIA , 535 Arch St. ATLANTA , 108 N. Pryor St. ST. LOUIS , 425 So. Clinton St. BUFFALO , 533 Main St. CLEVELAND , 315 Euclid Ave. DETROIT , 154 Jefferson Ave. CHICAGO , 151 Michigan Ave. ST. LOUIS , 205 Olive St. OMAHA , 1116 Farnum St.	KANSAS CITY , 1200 Main St. MINNEAPOLIS , 704 Hennepin Ave. DENVER , 1534 Glenarm St. SAN FRANCISCO , 114 Second St. LOS ANGELES , 1004 So. Main St. MONTREAL, CANADA . LONDON, ENGLAND .

Mention "Automobile Topics" when writing.

THE SPEEDOMETER

There is only one practical Speed Indicator in use to-day and that is
THE JONES SPEEDOMETER

Write for literature.

129 WEST 82d STREET, NEW YORK

Prest-O-Life Gas Tanks

Stop your generator troubles and make the lighting question simple and absolutely satisfactory. Call on your local automobile agent for information, or send to us for catalog. Address

THE CONCENTRATED ACETYLENE CO., Indianapolis, Ind.

EDWIN ADAMS, 2031 Broadway
New York Agent



Bolstor Tiro Inflator

Compression of cylinder does it.
Check valve takes place of spark plug.
Tube connects to tire.

Price \$5.00. Circular?

BROWN-LIFE GEAR COMPANY
207 Geddu Street, Syracuse, N. Y.

"How Fast and How Far"

THE AUTO-METER

Will tell you the miles per hour you are traveling.
Accurate. Durable. Send for Circular.

Warner Instrument Co., Beloit, Wis.

39 Cortlandt St., New York. 143 Federal St., Boston, Mass.



YANKEE GRADE METER

Price, \$1.50

Your up and down grades to 40%
always before your eyes—Accurate
and guaranteed for one year.

Everything for the Automobile
Mammoth illustrated catalog, 10c in postage.
E. J. WILLIS CO., 5 Park Place, New York

THE DUQUESNE

16-21 H. P. "Voiture Legere."

The Greatest Car on Earth at the Price—

"HALF OF THIRTY-FIVE"



PEERLESS AUTOMOBILE JACKS

Made in two styles and five sizes. They are absolutely safe, cannot drop, are automatic, and their movements are a model of simplicity. Working handle below center raises; above center lowers. Works at any angle. No. 15, like out, for vehicles of 3 tons, height 10 inches, rise 7 inches, weight 4 1/4 lbs., price \$2.50. Express prepaid in the United States.

OLIVER MANUFACTURING CO
206 S. Desplaines St., Chicago, Ill

No. 15

FOR SALE

1904 AUTOCAR

Red. Wheel Steer. First-class Condition. Used as
Demonstrator. Cost \$1,700, will sell \$800.

INDIANA AUTO CO., - Indianapolis, Ind.

Mention "Automobile Topics" when writing.

It would not be easy to find a more staunch believer in the merits of Locomobile cars than Robert Lee Morrill, the new chairman of the A. A. A. racing board. In his automobiling life he has been the owner of no less than five Locomobiles—two steamers and three gasolenes. The fact is a certificate of age, so long ago does it seem since the Bridgeport concern was turning out steamers.

How to prevent water from mixing with gasoline is a question many motorists have wrestled with in vain. The Eureka Separator Company, of Rockford, Ill., are placing on the market their Eureka Separator, which is claimed to entirely remedy the trouble. It is an extremely simple device, light and small, and has no moving parts, except the drain cock. The supply pipe from the tank is connected at the bottom of the separator, while the delivery pipe leading to the engine is connected with the top, thereby permitting the flow of gasoline in the direction desired. The passageway leading to this pipe extends far enough below the level of the gasoline to provide an air or vapor cushion in the chamber above the level of the gasoline, resulting in a uniform pressure of the oil at the vaporizer, greatly improving its working.

Few automobilists care to undertake a 2,000-mile tour in winter, and few cars would emerge so well from a trip of this character as did the Thomas Flyer, owned by E. L. Hawkins, of the Philadelphia woolen firm of E. L. Hawkins & Co., recently. Mr. Hawkins' business called him away from the beaten path of travel. He traveled South by way of Wilmington, Washington and Richmond, but almost the entire trip was made over roads in which the tire of a motor car had never made its mark. In describing the trip Mr. Hawkins declared that he didn't see how he ever made it. When he passed from the main road for the first time and pushed the nose of the machine up a narrow mud trail south of Baltimore, he was tempted to turn back. Hardly a mile was traversed before the wheels were sinking deep into the mud. The farther south the machine went the worse became the roads.

Under Massachusetts laws the Vernac Motor Car Company has been incorporated with \$60,000 capital to deal in automobiles. The officers are: President, C. F. Whitney; treasurer, A. P. Delabarre, and clerk, W. E. Decker.

Coming Events

At Home

- April 19—Boston, Commonwealth Avenue hill climbing contest.
 April 24—Lakewood, N. J. Automobile Week.
 May 6—Brooklyn, Brighton Beach track opening race meet.
 May 30—Yonkers, N. Y. Empire City track opening race meet.
 July 15—Touring car contest for Glidden trophy.
 Aug. 15 to Oct. 15—Race for W. K. Vanderbilt, Jr., cup.

Show Dates

- March 13 to 18—Boston Importers' Salon.
 March 11 to 18—Boston Automobile Show.
 March 27 to April 5—Washington Automobile Show.
 April 10 to 15—Denver Automobile Show.

Abroad

- March 15—Copenhagen Automobile Exhibition.
 March 18 to 25—Agricultural Hall Exhibition.
 March 10—Tour de France.
 April 1—Light van trials, Automobile Club of Great Britain.
 April 1 to 16—Monaco meeting.
 April 14 to 23—Nice A. C. meeting.
 April (late)—Mediterranean Cup race.
 July 15—Kiel Fortnight.
 July 15—Motor boat contest from Calais to London.
 July 20 to 25—Ostend Week: Motor boat races.
 July 30—Circuit des Ardennes, France.
 August 1 to 13—Paris-to-the-Sea.
 August 10—Gaston Menier Cup race, Trouville.
 August 11—Drexel Trophy race, Trouville.
 August 10 to 16—Touring car contest for Herkomer Trophy.
 August 15—Havre regatta.
 August 20—British International Cup race.
 September 2 to 10—Chevalier Florio Cup race, Milan, Italy.
 September 11—British International Cup race, Arcachon Bay.
 September 12 to 14—Lucerne Motor Boat race meeting.

What a User Says of Swinehart Clincher Tires

DR. R. F. BIGGER,
 INDIANAPOLIS, IND., March 3, '05.

THE SWINEHART CLINCHER TIRE AND RUBBER CO.,
 AKRON, O.

Since October 1, 1904, I have used the Swinehart tires on my Model B Cadillac. My machine is in constant use, covering 5,000 miles, and the tires have been entirely satisfactory.

I think there is at least 30,000 miles in them still. The statement that my machine may have suffered on account of the vibration due to the use of the Swinehart tire is absolutely without foundation.

Yours very truly,
 (Signed) R. F. BIGGER.

THE SWINEHART CLINCHER
 TIRE & RUBBER CO.
 AKRON, OHIO

Mr. Manufacturer:

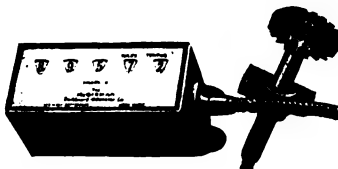
Q You produce cars. We produce catalogs—the kind which are effective.

Q Good cars need good catalogs. You make the one; we make the other.

Q Why not write us, and let us submit you designs.

HARTEL PHOTO-ENGRAVING CO.
 37 E. 6TH STREET, NEW YORK

McGiehan Dashboard Odometers



Two Different Styles—Model "A," indicating both trip and sum total mileage, and Model "B," total mileage only.

McGiehan Odometers have stood the test of time and have been proven absolutely accurate and reliable. Specify one on your car now, for the coming season.
 McGiehan Odometer and Mfg. Co. 187 West 22d Street NEW YORK

Mention "Automobile Topics" when writing.

ORLANDO F. WEBER CO. (INCORPORATED) AUTOMOBILES

DISTRIBUTORS OF THE
POPE-TOLEDO, POPE-MARTIN, POPE-TRIBUNE
POPE-WAVERLEY, BUICK

CHICAGO: 1322-24-26 Michigan Ave. MILWAUKEE: 331-33-35 Fourth St.

DO YOU WANT Automobile Pictures

STRIKING, ORIGINAL PHOTOGRAPHS
FAMOUS RACERS IN ACTION

WE HAVE THEM

PHILIP SUVAL, 577 Madison Ave., New York



LACOSTE COILS

are in greater demand than ever.
Place your orders now to insure
delivery. Lacoste Commu-
tators, Electric Cable. Every-
thing for electric ignition.

LEON RUBAY

140 W. 38th St. New York

Bound volumes of AUTOMOBILE
TOPICS, Vol. VIII, 26 numbers,
April 16 to Oct. 8, 1904 inclusive,
2040 pages, handsomely bound, \$4.00
per volume.

AUTOMOBILE TOPICS,
1440 Broadway, N. Y.

GRAY & DAVIS
HIGH GRADE LAMPS.
AMESBURY, MASS.

POSITIVE TRACTION

No fear of Snow, Mud, Ice or Sand if you have our
Grips at hand.
Outshows section of
Grip which comes in
contact with thread,
being a smooth,
close, round chain.
Send for Descriptive Booklet "A."
WEED CHAIN TIRE GRIP CO., 28 Moore St., New York, N. Y.



Record Rims

The best recorded achievements have been
made on Standard Rims. The reason is
easily told—they're the best.

THE STANDARD WELDING CO.
Cleveland

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Classified Advertisements

Advertisements under this heading will be charged at the rate of 5 cents per word for the first insertion, and 3 cents per word for each subsequent insertion, cash to accompany order.

AUTOMOBILES AT AUCTION— W. D. GRAND ANNOUNCES HIS FIFTH AUCTION SALE OF NEW AND SECOND-HAND AUTO CARS

OF EVERY DESCRIPTION, TO TAKE PLACE
AT THE GRAND CENTRAL PALACE, LEX-
INGTON AVE. AND 43d ST., NEW YORK, ON
TUESDAY, APRIL 11.

ENTRY BOOK NOW OPEN.

IT IS PARTICULARLY REQUESTED THAT
ENTRIES BE MADE AT AN EARLY DATE,
THUS INSURING THE ADVANTAGES OF
ADVANCE ADVERTISING. ENTRY BLANKS
AND EXPLANATORY CIRCULARS WILL BE
MAILED ON APPLICATION TO W. D. GRAND,
1640 BROADWAY, NEW YORK.

TO PACKARD BUYERS—We have one second-hand 25 H. P. Packard refinished throughout with headlight, side hamper, canopy top, complete, \$250.00. Also one Model "A" Franklin with rear hook hamper, mahogany canopy, headlights, etc., \$1200. One Cadillac Model "B", complete at \$250.00. Centaur Motor Company, Buffalo, N.Y.

TO PACKARD DEALERS—We will refund your deposit and pay you premium of \$250 each on any 25 H. P. Model "N" Packard that you have contracted for and will release to us. Centaur Motor Company, Buffalo, N.Y.

WANTED—Competent Automobile Travelling Salesman; one who has had experience with both gasoline and electric vehicles preferred. Address P. O. Box 474, Indianapolis, Ind.

WANTED—The following back numbers of
AUTOMOBILE TOPICS—Feb. 29, 1902, May 4,
1902. Address J. K., care AUTOMOBILE TOPICS,
1640 Broadway, New York City.

THIRTY-FIVE TO FIFTY second-hand machines in stock. Send for descriptive sheet with prices. Haymarket Automobile Station, E. P. Blake, Mgr., 15-21 Hawkins st., Boston. Agents for Jackson Touring Car, Marsh Runabout, Marsh Motor Cycle. Send for catalogs.

FOR SALE. Two-cylinder Peerless, perfect condition, used only one month, price \$1200, terms easy. Discount for all or part cash. Address, G. M. N. PRATT, 100 State St., Chicago, Ill.

Mention "Automobile Topics" when writing.

Notice To The Trade

We have entered suit against the PENNSYLVANIA RUBBER CO. for infringement of G & J patents, and the trade is warned against the purchase of such tires.

The following manufacturers are licensed under G & J patents:

HARTFORD RUBBER WORKS CO.
THE B. F. GOODRICH CO.
DIAMOND RUBBER CO.
MORGAN & WRIGHT
FISK RUBBER CO.

CONTINENTAL CAOUTCHOUC CO.
GOODYEAR TIRE & RUBBER CO.
INTERNATIONAL AUTO. & VEHICLE
TIRE CO.
INDIA RUBBER CO.

G & J TIRE CO.

Main Office and Factory, INDIANAPOLIS, IND.



POMMERY CHAMPAGNE

THE STANDARD OF QUALITY

ONE REASON WHY POMMERY CHAMPAGNE MAINTAINS ITS POPULARITY WITH THOSE
WHO DEMAND THE BEST OF WINES IS THAT THE POMMERY STANDARD
OF QUALITY IS NEVER LOWERED IN ORDER TO JOIN
THE RACE FOR QUANTITY

CHARLES GRAEF & COMPANY, SOLE AGENTS
UNITED STATES, 32 Beaver Street, NEW YORK

Mention "Automobile Topics" when writing.

American and Foreign **Cars**

NEW AND SECOND-HAND

STORAGE AND REPAIRS

FORD PREMIER TREBERT

Open Day and Night

Telephone 5995-5996-35th St.

**THE AUTOMOBILE EXCHANGE
AND STORAGE CO.**

133, 135, 137, 139 West 38th St., New York

SPLITDORF COIL The Standard Automobile Sparker. Has stood the test of time. Adopted by all first-class manufacturers. Perfect Insulation has placed the Splitdorf Coil where it is to-day. Accept no cheap imitation. Splitdorf Coils are wound with pure silk covered wire. Get the best; it will prove the cheapest in the end.



C.F. SPLITDORF, 19-27 Vandewater St., New York

SEE OUR PRESSED STEEL FRAMES

At the Automobile Shows

The kind that are made from the highest grade of Cold Rolled Steel under the most perfect condition of manufacture. We guarantee satisfaction. NOW is the time to consider your requirements. Send us your drawings and get our prices.

CLEVELAND CAR SPECIALTY CO.

Case Avenue and Lake St., Cleveland, Ohio

RICHARD-BRASIER

GORDON-BENNETT CUP WINNER 1904

WE HAVE FOR
IMMEDIATE DELIVERY

Three 16 H.P. four cylinder Cars
One 24-30 H.P. four cylinder Chassis
One 16 H. P. Limousine

Order now if you wish a car for spring delivery
1905 sizes: 16, 20, 30 and 50 H. P.
Write for list of 1905 changes

Chicago Agent: Importers Co., 1421 Michigan Av.
Rhode Island Agt.: John Shepard, Jr., Providence

Ed. Kampmann & Co.
Agents and Importers
Paris

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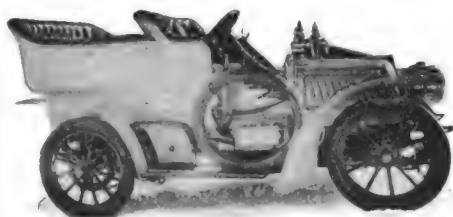
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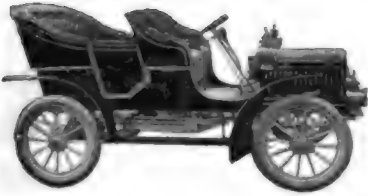
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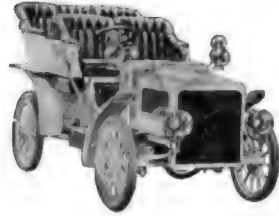
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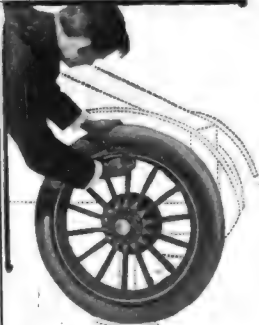
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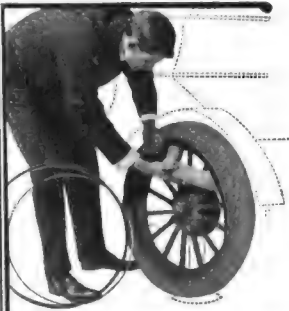
A Sectional View



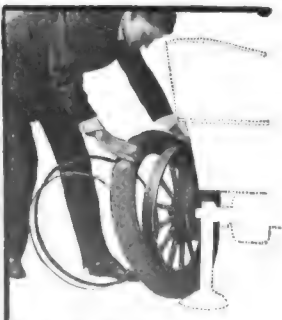
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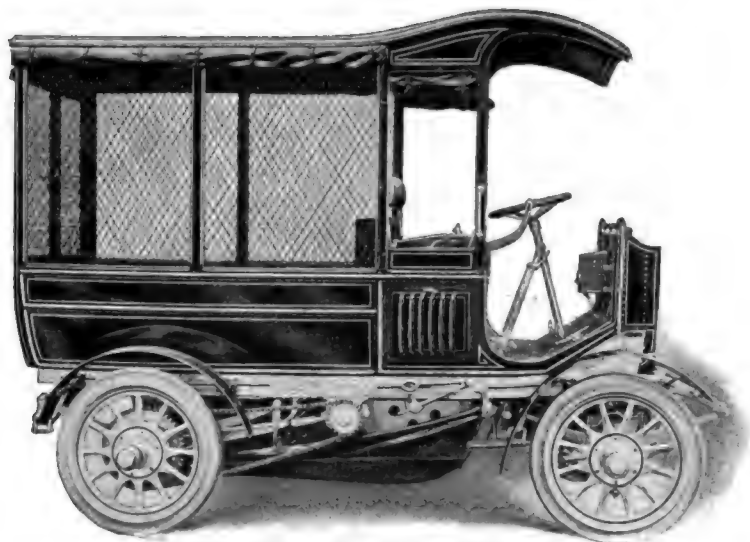
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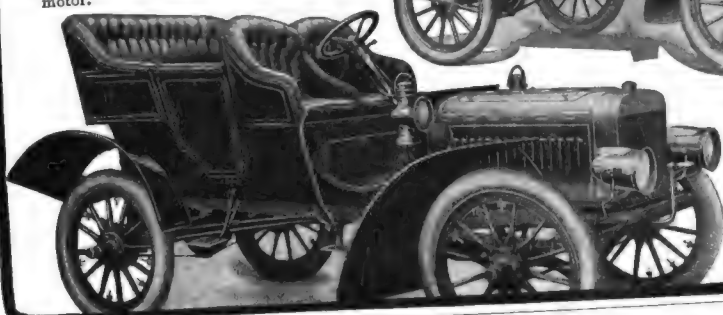
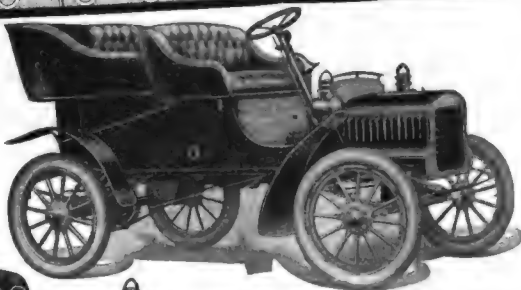


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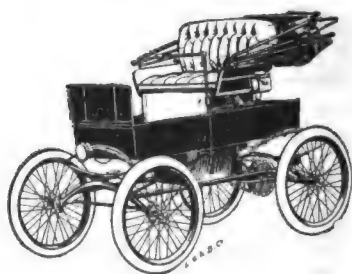
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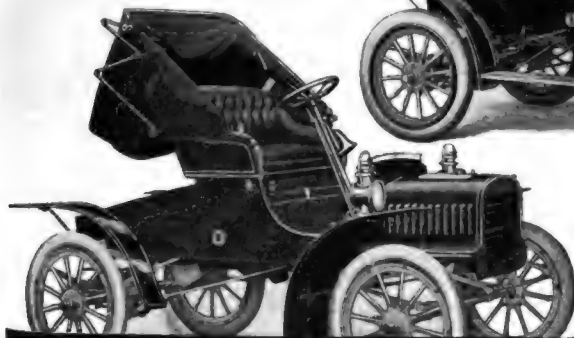
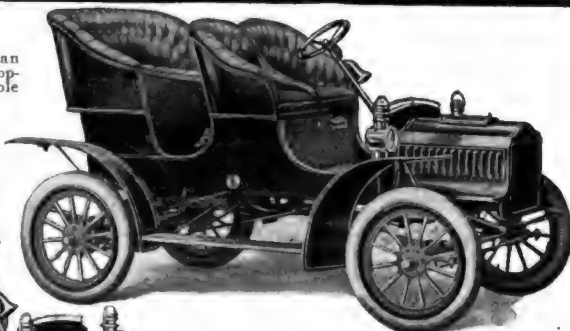
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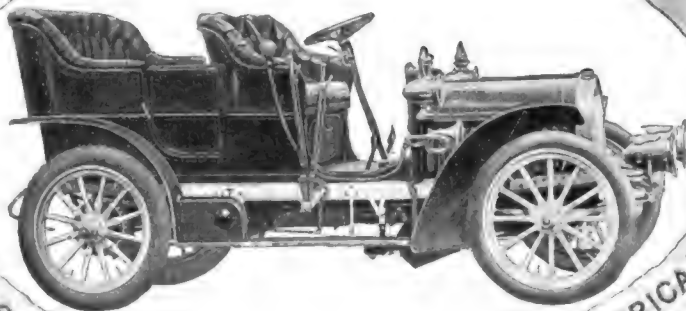
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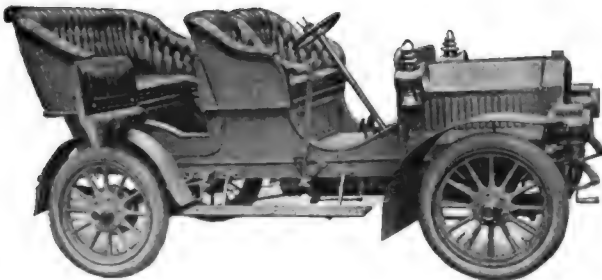
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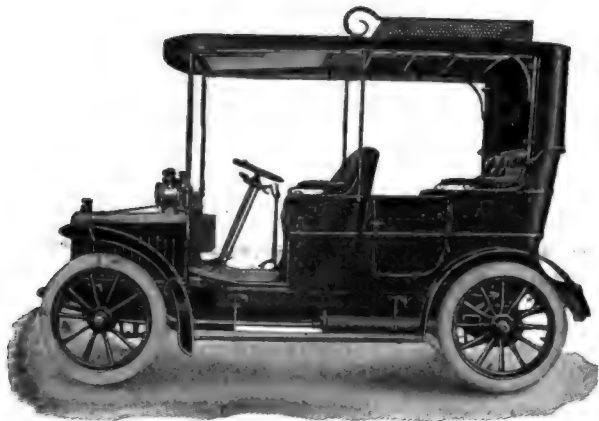
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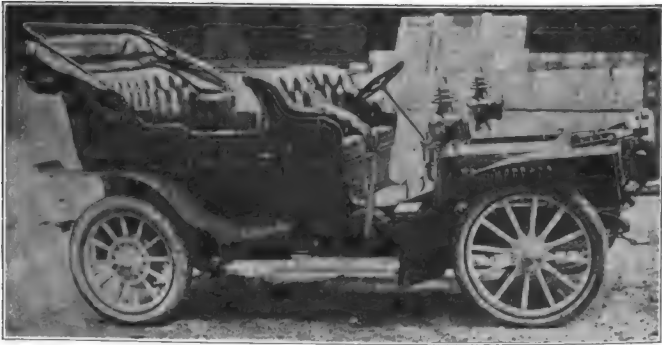
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AMERICAN REPRESENTATIVES OF

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More Victories

Besides winning the 100-mile Cuban race with Mr. E. J. Conill's Touring Car, another victory has been gained this week. Chevalier V. Florio gained first place in both the

COUPE DE L'AUTOMOBILE CLUB DE CANNES

and

CONCOURS DE FREIN

in recent meet at Cannes, France.

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Panhard & Levassor

Bulletin

The last orders for 1905 CHASSIS to be booked as follows:

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Automobile Topics

Illustrated

VOL. IX.

MARCH 25, 1905.

NO. 24

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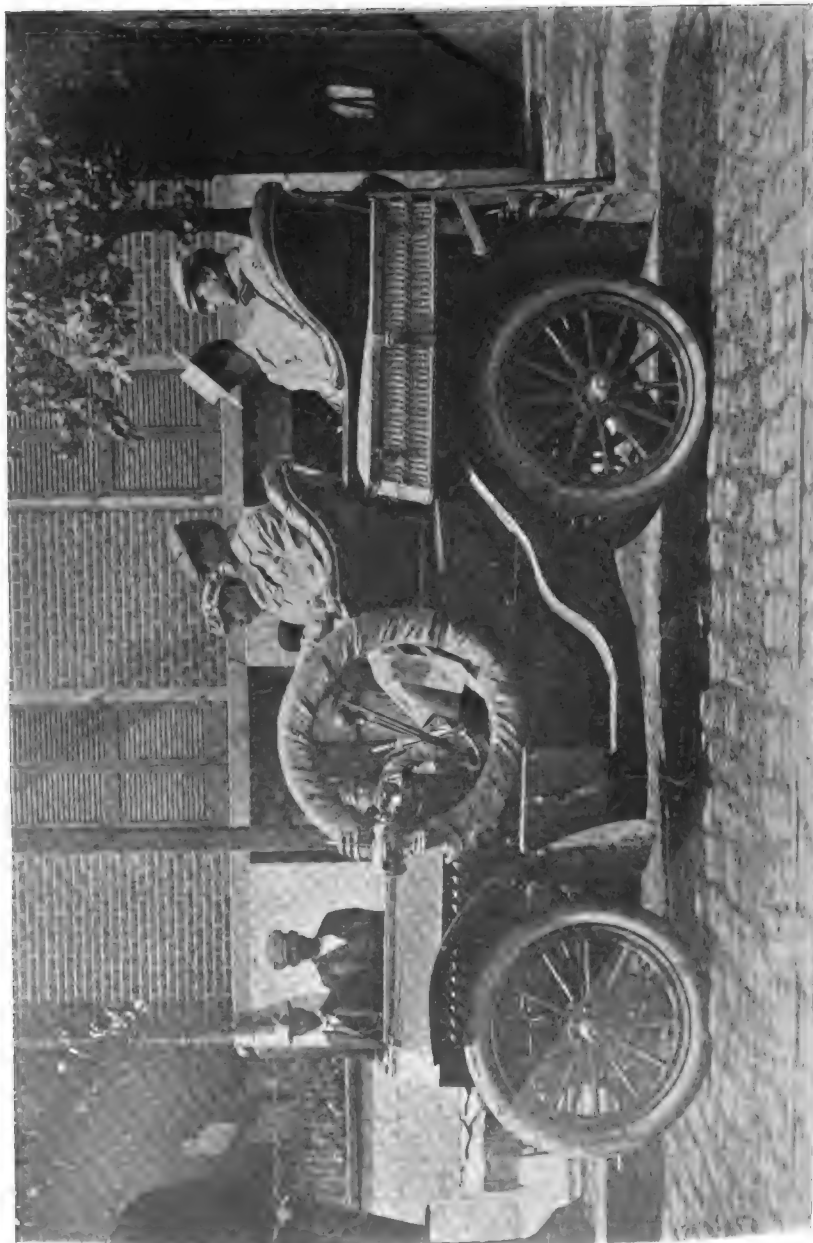
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ROBERT LEE MORELL ON HIS FAMOUS RUN—"TO GETTYSBURG OR BE BOGGED."

Automobile Topics

Illustrated.

VOL. IX.

MARCH 25, 1905.

No. 24



OUR frontispiece this week represents a topic that has been uppermost for some time among those who take an interest in the sport of racing. The picture is that of Robert Lee Morrell, the new chairman of the racing board of the American Automobile Association, in his car on the memorable run of the Automobile Club of America, from New York to Gettysburg, last year—

a run on which Mr. and Mrs. Morrell and their chauffeur and Mr. Morrell's business partner were the sole survivors. It rained steadily from the time of starting, and the roads were flooded, and at Philadelphia all of those who started concluded to quit, excepting Mr. Morrell. He said that he had started out to go to Gettysburg and there he was going, and go he did. It was "Gettysburg or bust" with him, or perhaps it would be more fitting to say, "Gettysburg or bog," for the car was continually in danger of being mired irretrievably. This trip won fame for Mr. Morrell as an enthusiast of spirit and determination and pluck, and now he seems in a fair way to win more fame through a display of the same qualities as chairman of the racing board. The picture shows Mr. Morrell at the wheel. Mr. Morrell recalls to one the old slang phrase: "He is little, but oh, my!"

It is gratifying to note that the suggestion made by AUTOMOBILE TOPICS, to the effect that the A. A. A. should have a board of appeals, is meeting with indorsement in quarters from which only sound doctrine is looked for. The *Mail and Express*, of New York, commends the idea as a whole, and Chairman Morrell has expressed his thanks to AUTOMOBILE TOPICS for the suggestion.

AUTOMOBILE TOPICS

"Who invited all this trouble over the amateurs and professionals? I would like to know who made the motion to have the committee formulate definitions. Who was the man, anyway?" It was William Wallace who spoke thusly at the last meeting of the A. A. A. racing board. To oblige him, the minutes of the preceding meeting were looked up, and on them, prefacing the resolution for the drawing of a line, was the record: "Moved by Mr. Wallace." And outside of the meeting room it sounded as if the climax of a funny story had been reached.

At the Boston show, a number of the exhibitors followed the policy of putting neat placards on all their cars, telling briefly what they were, and the price, as for instance: "24-hp. Oshkosh opera 'bus, \$2,000." These signs not only are a help to the general public, some of whom are thinking about buying, but, conscious of being unsophisticated, are timid about asking questions, but they also save salesmen and exhibitors from wasting a lot of time with persons who have no thought of buying. On the other hand, they often serve to arrest the attention and gain the interest of intending buyers, who, but for the price figures, might pass by a car with the notion that its price would be too high. There are objections to this method, under some circumstances, but when one is doing a plain, straightforward business in one-price goods, it is, as a general rule, well to ticket the wares. There is no apparent reason why this method should not be generally adopted at shows. The idea of making persons ask questions in order that the salesman may have a chance to talk to them is well enough, perhaps, but it is fairly questionable if this method results in as many chance sales as would the car with a placard on it speaking for itself. A "good proposition" is thus set forth with more emphasis than it could be by a silver-tongued orator.

It is now manifest that several persons wanted the position of secretary to the A. A. A. racing board. The various smells set afloat from one publication office since the place was filled have confirmed the general suspicion that there were three persons in that one office whose grafting aspirations were punctured.

IN our editorial department this week are presented some reflections upon the project of a twenty-mile speedway offering normal highway conditions, and suggestions concerning how it can be made a reality. Without any desire to throw cold water on the scheme, it seems proper to observe that land for the purpose can be obtained for much less than the \$60 an acre, which it is proposed to pay in Mercer county, N. J. There is plenty of land in Connecticut, suitable for such a course, to be had at \$10 an acre, and furthermore, the location of such a speedway between New York and Boston would be better than between New York and Philadelphia. Boston is a bigger automobilizing center, and for racing enterprises is a better town to draw from than the Quaker City. Again, a speedway in Connecticut could be laid out nearer to New York City than is the site proposed at Pennington.

GOOD old Colonel Pope! He's the sort that loves the feel of the harness. Here he is, well past the time when Dr. Osler says a man should quit, and even past the time when the doctor says they should be chloroformed, with enough money and

AUTOMOBILE TOPICS

fame accumulated to entitle him to be an idler, but still attending to as many business enterprises, and more, than he had on hand two decades ago; and yet, withal, he finds time to travel a few hundred miles to pay his respects to that old love of his—Good Roads. That he was a pioneer in the cause of highway improvement and has helped it along the way until it has attained health and vigor, and is being championed by others well able to pursue the work, does not inspire the redoubtable Colonel Pope with any inclination to lie back and let the others proceed. No; he is true to his old love, though his devotion and help now can add nothing to his fame or profit. The Colonel has been in poor health of late, but we find him presiding at the good roads convention at Elmira this week with ardent unselfishness. It is fine loyalty, and all the world responds to that quality in a man.

WHEN "clothed with a little, brief authority," the vulgarian and sycophant exposes his innate mendacity very quickly. The puerile sputterings of such matter little, yet it does not seem meet that noisome immigrants of this character should have an American as "angel," to furnish the capital wherewith to lend the fermenting putrescence of their thoughts the dignity of print and even a handbill circulation.

FROM the present outlook there appears to be some danger of the racing enthusiasm running into a fever and the whole sport suffering from overdoing. The various schemes and promotion enterprises are multiplying too rapidly for proper attention to be paid to them all. Better to go more slowly and keep a firm footing.

NEVER mind about defining an amateur and a professional and drawing a line between them, gentlemen. Everyone knows what an amateur is and how easy it is to count them. Just define the professional—the one who seeks a direct benefit in the form of cash, and gets it, either as salary, prize money, or premium. That is far enough to go at the present time, and this should be done without putting any prohibition on an amateur racing against a professional. Wait for that until the amateurs complain sincerely. The amateurs are being pretty well cared for by promoters, who put on special races for them. These are hard to fill, but the real amateurs do not have to contest in open races. There is a lot of fun for an amateur in beating a professional, or a semi-professional, and it's good sport to see it done. The game is too young as yet to carry much red tape.

AT last there is a man who has shown actual championship qualities going after Barney Oldfield's crown. In H. W. Fletcher it seems likely that Oldfield will meet a foeman worthy of his steel, or carburetter, or steering wheel, however one chooses to put it. May they meet soon, and may the better man and the better car win.

SHOULD an automobilist who meets on the road a member of the fair sex, to him unknown, whose car is in trouble, make bold to stop and proffer assistance? This is the momentous question that is being discussed in English motoring circles. In most cases, we imagine, it would depend to a considerable extent on the appearance of the helpless one. If she were young and pretty there could be but one answer.

Morrell Will Not Officiate at Race Meets

CHAIRMAN ROBERT LEE MORRELL, of the A. A. A. racing board, is quick to make up his mind, and equally quick to give utterance to the result of his cogitations. He believes that AUTOMOBILE TOPICS hit the nail on the head when it said that members of the board should not act as officials at race meets, make decisions there, and then, as members of the board, officially review and decide appeals from their decisions as race meet officials. So believing, he does not hesitate to express himself on the subject.

"I want to say that I heartily approve your stand in the matter," Mr. Morrell said to an AUTOMOBILE TOPICS man on Tuesday. "It is my intention to refuse to serve as an official at race meets this season, and I shall urge on other members of the board that they abstain also. It is, as you say, too much like a judge reviewing his own case. There should be an appeal from the decision of the race meet officials, and members of the racing board should be entirely free and unbiased in deciding any disputed points that may come before it."

Automobile Club's House and Show Plans

AN executive meeting of the governors of the Automobile Club of America was held at the club house on Tuesday afternoon, concerning the deliberations of which there was "nothing to be given out."

It is understood that matters connected with the new club house were the chief topic of discussion, but that the question of the club holding a show next year also came up.

It would seem that several determined ones among the club members and officers have brought all of the governors over to their way of thinking, and that it has been agreed that the club will hold an automobile show in 1906. The plans are now being formulated, and a place for the show is expected to be selected in a few days. In fact, it is understood that a place has been selected, and that as soon as the details of leasing it have been completed, an announcement of the club's plans will be made.

The A. C. A. sent a communication on the show question to the National Association of Automobile Manufacturers immediately after Madison Square Garden was leased for a show in 1906 by the Association of Licensed Automobile Manufacturers, but thus far no action has been taken by the N. A. A. M., and it seems doubtful if there will be any.

The plans for the new club house of the A. C. A. have been settled upon, and will be made public in a week or two.

Saxe Bill Dead—Omit Flowers

AFTER considerable hard work by the automobile clubs of New York State, the obnoxious Saxe bill appears to be effectually squelched.

A final hearing on the bill was held before the Committee on Internal Affairs at Albany, on Tuesday last, and after it was concluded the committee decided definitely not to report the bill to the Legislature for action.

A. G. Batchelder, Secretary of the A. A. A.

A. G. BATCHELDER received this week notification that he has been appointed secretary of the American Automobile Association, and secretary of its racing board, to take effect May 1, when the resignation of C. H. Gillette, as secretary, goes into effect. The notification came from President Elliott C. Lee, and the matter is, therefore, finally settled, as it was rumored it would be last week.

The appointment has caused general satisfaction, except to those others who wanted the position, and have been trying to misguide the sensible officials on to the slippery slide slope of their own prejudices and selfish designs.

It is generally conceded, also, that no better man for the position than Mr. Batchelder could have been chosen. His familiarity with competitive sport in general, its rules, precedents and customs, and his experience as the organizer of the National Cycling Association, which took hold and regulated bicycle racing wisely and well when that sport was at a low ebb, will be invaluable assets to the A. A. A., and its new, wide-awake, level-headed, enthusiastic, but inexperienced chairman of the racing board, R. L. Morrell.

While Mr. Batchelder's position will be that of a salaried subordinate, his opportunities to help and give the benefit of his experience will be many. He is one whose services and achievements in the A. A. A. are apt to correspond closely to those of S. M. Butler in the Automobile Club of America, and what more could be desired?

Mr. Batchelder will resign his position as editor of *Motor* on April 1, and thereafter will have no newspaper connections. During the month of April he will work with Mr. Gillette to familiarize himself with the records and routine of the office.

Transforming Electric Currents

TUESDAY night was stormy, and in consequence there was only a small attendance of members in the rooms of the Automobile Club of America to hear Mr. Alexander Churchward lecture on "The Mercury Arc Rectifier." The lecturer explained a new system for transforming alternating current into direct current for charging storage batteries with the aid of an interesting demonstration of the apparatus.

Sly Move in Boston

THE Boston Association of Licensed Automobile Dealers has been formed in Boston, and incorporated with a capital of \$5,000, and the following officers: W. M. Burke, president; J. H. MacAlman, treasurer; J. A. Dowling, clerk.

It is understood that this is a move made with a view to forestalling a similar one by other parties who have designs on the show for 1906.

Lively Interest in New York-Chicago Highway

ON Tuesday last there was opened at Elmira, N. Y., what was credibly reported as being one of the biggest good roads gatherings ever held. It was convened in the City Hall, the occasion being the second annual convention of the New York-Chicago Good Roads Association, meeting in conjunction with the Southern Tier Good Roads Association. The meeting was called to order and presided over by Colonel Albert A. Pope, of Boston.

The aim of the association is to secure an improved highway from New York City to Chicago. Mayor Coleman welcomed the delegates, and Colonel Pope sketched the good roads movement, saying that Massachusetts has more miles of good roads than any other State in the Union, and added: "I am sorry to say that New York State, the richest in the Union, has the poorest roads."

Frank D. Lyons, of the State Engineer's office, explained the route selected for the national highway, and told the 200 delegates of the condition of the roads in the various counties.

Martin Dodge, Director of Public Roads Inquiries, of Washington, and James H. McDonald, State Highway Commissioner of Connecticut, talked good roads to the delegates this afternoon, and Congressman J. Sloat Fassett rounded off the meeting with an eloquent address.

Long Islanders Hold First Club Run

IT would seem that the Long Island Automobile Club has been Morrell-ized. This is no reflection upon the morals of the club, but rather a tribute to its morale. The first run of the club was called for last Sunday. The day was a vicious one, a cold rain falling and a raw wind blowing from morning till night. In spite of all, however, the run was held. There was not a large turning out, naturally, but there were four cars that made the trip to the house of the Manhasset Bay Yacht Club at Manhasset, L. I., where dinner was served, and back.

There were three women in the party throughout the trip, which was completed before dark, and all declared that they had enjoyed the run immensely. The members having cars out, with their guests, were as follows: A. R. Pardington, accompanied by Mrs. Pardington and Mr. and Mrs. Hoppen; Augustus Post, accompanied by F. G. Webb, Mr. Sickels and L. A. Adams; J. L. Parker, accompanied by E. Melvin and Miss Somersby; Thomas J. Patterson, accompanied by W. E. Owen and a friend.

Paying Passengers for Tours

THE society Continental motor tour, with paying guests, is becoming fashionable. The two back seats of the car are as a rule unoccupied, which seems a deliberate waste of money, so frugal tourists are now advertising for persons of "motor-ing temperament" as first-class passengers.



DE DIETRICH CAR

Holding World Records for Speed and Class of Customers

A FEW OF OUR EUROPEAN CUSTOMERS

His Majesty King Edward of England	Marquis de Boisgullbert	Comte de Franqueville
His Majesty King Alphonso of Spain	Marquis de Gontaut	Comte Wallet
His Majesty Shah of Persia	Madame de Marquise de Brantes	Comtesse Pourtales
H. H. Prince of Monaco	Comte de Rochefort	Comtesse d'Idville
H. H. Prince Galitzin	Comte de Flaux	Vicomte de Suzanet
H. H. Prince Hatzfeldt	Comte Metternich	Vicomte de Maupeou
H. H. Prince de Parme	Comte de Bonvoullor	Vicomte de Folleville
H. H. Prince Mohamed Ibrahim	Comte de Khevenhuller,	Vicomte Palluat de Besset
H. H. Grand Duc Salvador	Ambassador d'Autriche	Vicomtesse de Fiers
H. H. Le Duc Boris de Russia	Comte de la Rochefoucault	Baron Henry de Rothschild
H. H. Le Duc de Zaragoza	Comte Zaparl	Baron de Rivigan
Marquis de Moustier	Comte d'Aigneau	Baron Fallu de la Barrière
Marquis de San Domingo	Comte de Broissia	Baron de Taube
Marquis de Chabrilan	Comte de Bruno	Baron de Mandat de Grancey
Marquis de Talhuet-Roy	Comte de Bonfis	Baron de Schickler
Marquis de Valdefuentes	Comte de Maleissy	Baron de Viviers
Marquis de La Begassiere	Comte de Reinach-Cessac	Baron Hattinger
	Comte de Boursier de Villers	Baron Goury du Roslan
	Comte Lahens	Baron de Veufriere
	Comte de Lamotte	

A FEW OWNERS OF DE DIETRICH CARS IN AMERICA

W. K. Vanderbilt, Jr., N. Y.	J. L. Reiss, N. Y.	Henry I. Ottmann, N. Y. (three cars)
Jesse Lewisohn, N. Y.	P. P. Lewis, N. Y.	H. M. Harriman, N. Y. (two cars)
W. P. Hamilton, N. Y.	Leo Mayer, N. Y.	R. H. McCormick, Chicago, Ill.
Herman Ellis, N. Y.	W. H. B. Dowse, Boston	Norman H. White, Brookline, Mass.
E. C. Ellis, N. Y. (two cars)	Prince Engaltcheff, Chicago	Geo. H. Burt, Boston (two cars)
R. R. Sheldon, Boston	Morris Vehon, Chicago, Ill.	John J. Ryan, N. Y. (two cars)
William Wallace, Boston	John Considine, N. Y.	B. F. Sherman, Brookline, Mass.
J. J. McAleenan, N. Y.	W. P. Riggs, N. Y.	G. R. Hathaway, Marblehead, Mass.
J. F. Flanagan, Boston (three cars)	C. C. Bragg, Cincinnati	M. S. P. Pollard, Boston
W. H. Wade, Cleveland, Ohio	J. R. Dickson, N. Y.	P. Koehlin, San Francisco, Cal.
E. J. Moneuse, N. Y.	J. R. Whipple, Boston	
J. E. Schermerhorn, N. Y.	G. E. Babcock, San Diego, Cal.	
F. L. Robbins, Pittsburg, Pa.	E. J. Conill, Havana, Cuba	
O. F. Thomas, N. Y. (two cars)	J. B. Martin, N. Y.	
	M. B. Mendham, N. Y.	

DE DIETRICH AMERICAN BRANCH

1½ WEST 34TH STREET, NEW YORK

Mention "Automobile Topics" when writing.

Chicago to St. Louis

Third Section—Springfield to St. Louis

THE third and last day's run from Chicago to St. Louis is one of ninety-six miles from Springfield to St. Louis, over fair dirt roads in dry weather. Between Springfield and Litchfield, forty-four miles, the roads are of black soil and sand, but the remaining forty-two miles between Mt. Olive and East St. Louis are over roads that in wet weather are mere winding paths of substances that almost totally defy traction, especially between the greasy hills between Mt. Olive and Collinsville.

Leaving Springfield, take the road south to

WOODSIDE (4 miles).

Turn left, but do not cross railroad; follow railroad for two miles, then cross to left and follow railroad south to

GLENARN (14 miles).

Follow railroad on east side to

DIVERON (18 miles).

Follow railroad on east side to

BOIS D'ARC (24 miles).

Straight ahead to

PITMAN (30 miles).

Straight ahead to

ZANESVILLE (36 miles).

Straight ahead to

LITCHFIELD (44 miles).

Turn right, cross railroad; three miles beyond town turn sharp left and follow main road due south to

MOUNT OLIVE (53 miles).

Follow railroad on west side for two miles, then cross and follow to

STAUNTON (59 miles).

Follow railroad on west side (south) to

WORDEN (65 miles).

Cross railroad, and follow main road south to

EDWARDSVILLE (75 miles).

Take main road south, with many turns, to

EAST ST. LOUIS (95 miles).

Cross Eads Bridge to

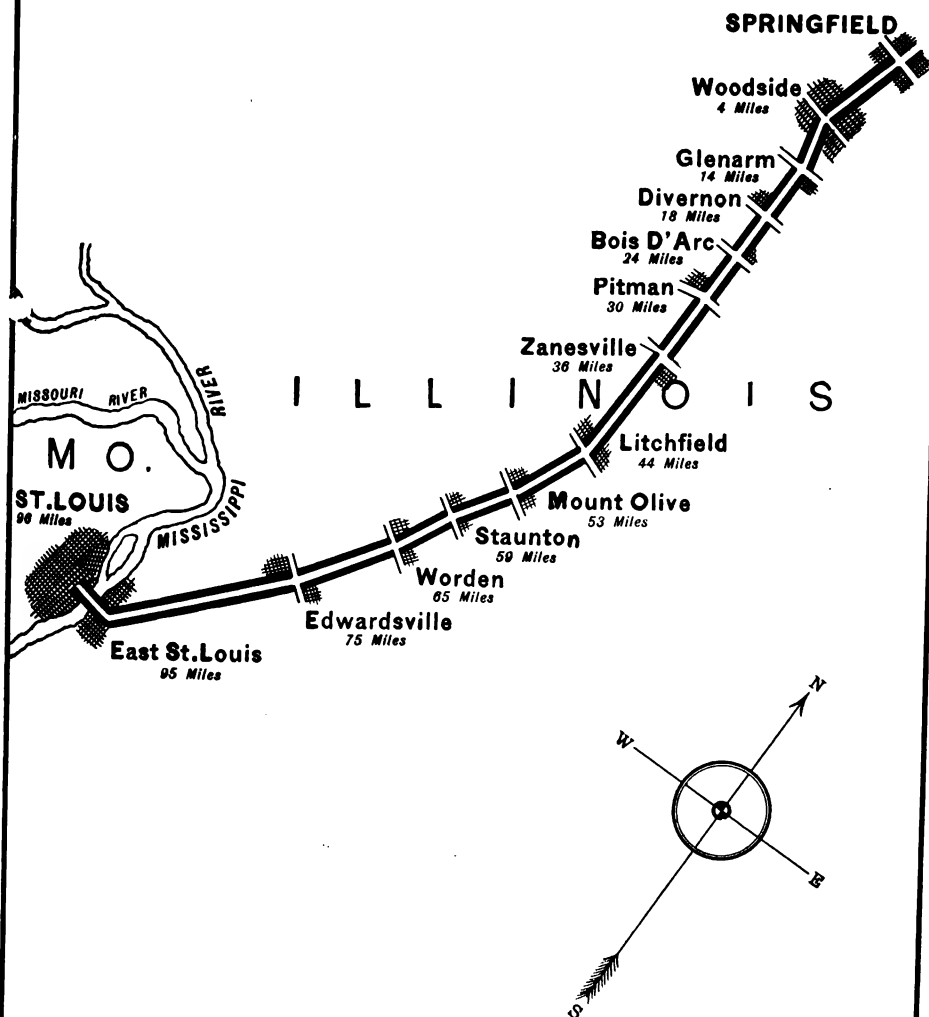
ST. LOUIS (96 miles).

AUTOMOBILE TOPICS TOURING SUPPLEMENT

Chicago to St. Louis

Third Section

Springfield to St. Louis



BORMAY & CO., N.Y.

Table d'Hôte, \$1.50
Specialties a la Carte

CAFE DES BEAUX-ARTS
80 West 40th St., New York
BRYANT PARK SOUTH

Suppers delightfully
served
Three Orchestras

Truffault-Hartford Suspension



The Truffault-Hartford Shock Absorber

Among others, the following prominent manufacturers and importers are equipping their entire 1905 output:

Geo. N. Pierce Co. (Awarded the Grand Prize at St. Louis).

F. I. A. T. (Highest long distance speed ever attained by any vehicle).

Richard-Brasler (Winner Gordon Bennett Cup 1904).
Peugeot (Decorated at Paris Salon by President Loubet).
For sale by all dealers.

Increases the speed.

Prevents lost traction.

Doubles the life of the tires.

Absolutely prevents breaking of springs.

Makes cobble-stones and rough roads seem like asphalt.

Enables cars to run over roads at highest speed, which could not be negotiated at all without it.

Endorsed by all prominent engineers the world over.

Won all prominent races during 1904, including Gordon Bennett Cup.

Won World's Record for 100 miles and 50 miles at Ormond, Fla., 1905.

Nobody who owns a car of any type can afford to be without it.

Write us and we will prove all these statements.

Money cheerfully refunded if it does not do all we claim.

What more can you ask for one device?

Price per complete set of four suspensions \$60.

Applied at our factory, No. 390 Hudson St., N. Y. City,
for \$10 additional.

HARTFORD SUSPENSION CO.,

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Edward V. Hartford, President.

The Best Makes
of Automobiles
Both American and Foreign
and all high grade accessories
are advertised in
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Satisfactory and constant results
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Mention "Automobile Topics" when writing.

AUTOMOBILE TOPICS



C. J. GLIDDEN IN THE FIJI ISLANDS—KING RATU KADAVU LEVU
ROKO TUILEON POSING AT THE WHEEL

Got Away With the Spoil

MOTORIST (who has run down and decapitated a chicken): "How much is it worth?"

Owner: "One dollar and a quarter."

Motorist: "Poultry is looking up. But here you are." Gives the rustic the money and deposits the fowl in the tonneau. "So long."—starts to drive away.

Owner: "But I want my chicken."

Motorist: "Didn't I pay you for it? Then it's mine."

He drives off, leaving the fowl fancier staring open-mouthed.

Owner (to neighbor): "And my wife counted on that chicken for the fricassee to-night."

Balmy Weather Brings Out Buyers

AN augury of what is to come when winter finally gives way to spring manifested itself in New York City last Friday and Saturday, when two glorious days were vouchsafed to the dwellers and sojourners in the big city. The weather was perfect. A flood of sunshine came that lighted up every nook and corner and set to work to put to flight such reminders of winter as piles of snow and ice and frozen roads, while breezes balmy and redolent of the South, marked the week end. On Saturday, indeed, it was unpleasantly warm—a May day that had strayed by mistake into boisterous March—and wraps were discarded as the day wore on.

A walk through Thirty-eighth and Forty-third streets, and up Broadway to the Park, revealed the fact that the salesrooms were being swamped with the rush of buyers and prospectives. These and nearby streets swarmed with demonstrating cars, which were being filled as fast as they were emptied of their loads. Some of the stores were caught unprepared; that is, they had only one or two demonstrating cars in commission. When it became apparent that a rush, unprecedented for this time of the year, was on, there was a scramble to increase the supply of cars, and everything on wheels that would run was pressed into service. Old, war-scarred veterans, tonneaus that had reposed in warehouses until they were covered with dust, runabouts with drop seats—and these were hailed with joy, for they could be made to seat four—were laid violent hands on and made to do yeoman service. The fact that they were far removed from the latest models, as shown in the stores, seemed to make no difference. They were automobiles, and they could be made to run. That was sufficient.

With scarcely an exception the dealers agreed that sales were being made with great rapidity. Specific instances were given to supplement the plain evidence that the public was out to look and to buy. Many of the lookers were willing to close without any great amount of talking, and most of them wanted early deliveries. The stores where full stocks were in hand were in clover, and they entered orders in short order. The less lucky ones were obliged to fall back on promises, but even they usually managed to satisfy customers, for most of the latter sensibly viewed the weather as premature, and were satisfied if they could be assured delivery in April or early in May.

A noticeable feature of the rush was that while many of those who flocked to inspect cars were prospective customers, who had examined, or even tried the cars they ordered, a very fair number were new. They seemed to spring up from nowhere, but they were none the less welcome on that account. When Saturday closed, there was a general air of satisfaction prevalent, and expressions were heard everywhere that a most prosperous season was about to be entered on.

Hits Chauffeurs and Missile Throwers

PENNSYLVANIA chauffeurs who take out the cars of their owners without the permission of the latter are aimed at in a bill that has been prepared for introduction in the Legislature of that State. The Automobile Club of Philadelphia is instrumental in having the bill, which will be introduced by Senator Charles Brown, drafted. Its provisions are not confined to a fulmination against the

AUTOMOBILE TOPICS

chauffeur evil, however. They also strike at the missile thrower and the caster of glass, tacks, etc., and provide summary punishment for them. The principal sections of the bill are as follows:

"Section 1.—It is hereby enacted that any person or persons taking, using or operating any motor vehicle, properly registered under the laws of this State, without first securing the consent of the owner thereof, shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be sentenced to pay a fine not exceeding \$100 and undergo imprisonment not exceeding ninety days.

"Section 2.—If any person or persons shall wilfully and maliciously cast, throw, or cause to fall on, into or strike against any motor vehicle, properly registered under the laws of this State, any wood, stone or other matter or thing; or shall wilfully and maliciously cast, throw or cause to fall into or upon any of the traveled roadways of the State, any tacks, glass, wood, stone or other obstruction, with intent to injure such motor vehicle or to endanger the safety of the occupant or occupants thereof, he, she, or they shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be sentenced to pay a fine not exceeding \$1,000 and undergo imprisonment not exceeding three years."

New Jersey Hits at Unscrupulous Chauffeurs

THE unscrupulous chauffeur who takes his employer's car out without permission will have a hard row to hoe in New Jersey, if a bill introduced in the Legislature of that State on Tuesday becomes a law. The measure makes it a criminal offence, punishable by fine and imprisonment, for any chauffeur to take out and operate any automobile in the absence of, or without the consent of, the owner of the car. The bill is an amendment to the Crimes Act, and entirely independent of any other automobile legislation before the Legislature. It is the same measure suggested by Jas. B. Dill, and referred to in AUTOMOBILE TOPICS last week.

That Ignition Patent

ALTHOUGH neither side has been making any official statements on the subject, it is now understood, and passes without denial from anyone, that the broad patent on ignition issued to Elmer Sperry, and supposed to cover the method of ignition on all engines of two or more cylinders, has not been acquired by the independent makers, but that the advantage concerning the patent, if there is any, has been on the side of the makers in the licensed association. An option on the patent was obtained, and the holder of the option was not one likely to offer it to anyone except the A. L. A. M. What is the exact situation is not known, but from what has come out, it is pretty certain that the licensed makers can control the patent if they want to do so.

HAVING twice won the Semmering (Austria) hill-climbing contest, Clarence Gray Dinsmore will essay to capture it for the third successive time. He has entered the 90-hp. Mercedes car which Jenatzy drove in the Bennett Cup race last year, for the event.

New Regulations for Imported Touring Cars

MANY points that have been obscure or misunderstood regarding the importation into this country of automobiles intended for touring purposes are made clear by a circular issued last week by the Treasury Department, containing the latest regulations concerning the matter.

Two facts in particular stand out prominently. The first is that only non-residents have the privilege of bringing in touring automobiles free of duty; the other, that such non-resident must be "in no wise connected with any automobile business."

The circular, dated March 15, which has been sent out to collectors and other customs officials, is as follows:

1. Automobiles of foreign manufacture, imported into this country by the owners personally for bona fide touring purposes, i. e., for actual use by the owners for touring purposes only, provided such owners are non-residents of the United States, are entitled to free entry under bond for a stay of three months, in accordance with Department Circular No. 64, of June 20, 1902 (T. D. 23,808), provided, however, that such owner shall present at the time of making entry a certificate from the United States Consul at the port of exportation based upon the sworn statement of the owner to the effect that said automobile is brought over for touring purposes only, that the owner is in nowise connected with any automobile business, and that the machine is not to be used for any commercial or business pursuits whatsoever, while in this country.

2. The privilege of free entry under bond, conditioned as required by T. D. 23,743, of May 27, 1902, is also applicable to automobiles brought into this country by non-residents of the United States for the purpose of racing or taking part in other specific contests of automobiles, but not for displays in shows or exhibitions of any kind.

3. Automobiles, to be free of duty as household effects, must have been used abroad for a period of one year or more by the owner or his family. The owner's family shall be held to include his wife, children, and his parents, brothers and sisters, or any of them residing with him abroad.

4. Automobiles used in business pursuits abroad are not exempt from duty under paragraph 504 of the act of July 24, 1897, as household effects.

5. The period of use required by paragraph 504 does not have to be consecutive, nor immediately precede the importation.

6. Free entry will not be accorded an exchanged machine, which machine was not used abroad for a year or more by the present owner, unless the exchange was necessarily made on account of defects in the first machine, by substitution or replacement, in the usual course of business of a new automobile of same make, the same power, and the same cost as the original machine. The facts relating to the exchange should be embodied in the declaration.

In either of the cases covered by sub-divisions one or two herein, where the importer has been unable to obtain the required consular certificate through no fault of his own, the collector shall have the power to waive the same upon sworn evidence produced before him that shall satisfy him that said automobile was brought for touring or racing purposes only.

AUTOMOBILE TOPICS



TRIALS AT CANNES—UP THE 20 PER CENT GRADE FROM A STANDING START

Macdonald and the Six-Shooter

WHAT are described as "some amusing Florida experiences" of Arthur Macdonald have been told to his English friends by the racing man of that name. One of these is good enough to repeat. It is to the effect that the armed watchman at Ormond whom he set to guard his car at night was not informed that the car would be required at a very early hour the first morning, and when his man went to get the car out, the watchman opened fire on him with a six-shooter, and made it necessary for the affrighted mechanic to explain matters from behind the shelter of a friendly tree.

A Case of Hindsight

Magistrate—How do you know that this chauffeur violated the speed ordinance? Did you ever see an automobile before?

Copper—No, your honor; I allus sees 'em behind.

He Had a Good Nose

Chuffer: "Just got in; drove down on my new car."

Hammer: "Yes, so I smell."

Successful End of Boston Show

THERE was no abatement in the remarkable success of the Boston automobile and power boat show during the concluding days of it, and the affair was concluded on last Saturday night with exhibitors and public, alike, highly satisfied. The attendance increased daily from Monday on, and the amount of business done by the dealers left them elated with the prospects of a busy season.

Additional exhibits of cars kept arriving for the various exhibitors during all the week, until toward the close the total number of complete vehicles shown was very nearly the same as at the show in Madison Square Garden. The count in Mechanics' Hall showed 191 vehicles, and at the New York show there were 212.

Sales managers and firm members kept arriving from the factories also, until the personnel at the show had much the same make-up as at national affairs.

Among the visitors during the latter part of the week was Alexander Winton, who revealed some of his plans, though in a general way only. That motor-boat engines are to be built at the Winton plant was announced some time ago in AUTOMOBILE TOPICS. This Mr. Winton confirmed, and added the information that a boat engine is now in process of construction at the Cleveland plant for Lewis R. Speare, president of the Bay State Automobile Association. Said Mr. Winton:

"The boat will be 40 feet over all, and have a beam of 4.3 feet. It will have a 12-cylinder engine of 150 hp., and will develop a speed of 30 miles an hour. The entire boat will weigh, when completed, something like 4,000 pounds. She will be built of quarter-inch mahogany, with an extra strong frame. She is now being built in Marblehead, and should be ready for the water in about a month. Then the hull will be shipped to Cleveland, where the engine will be placed in the frame and the boat given a thorough test on the lake. After she is in the very best of condition she will be shipped East, where she will go for records, and be raced in the 40-foot class by Mr. Speare and Mr. Winton. The boat will be named The Winton.

"The engine will have three 50-hp. motors, of four cylinders, each cast independently of the other, although coupled up on one shaft. Each motor will be independent in itself, having a magneto of its own. A universal joint will be utilized, so that the motors may be kept on a different plane than the propeller shaft. The regular system of gearing will be utilized. The boat will be thoroughly decked over, so that no water can get to the engine."

Others who arrived at the show during the last three days were W. E. Metzger, of the Cadillac Company; Henry Ford, of the Ford Motor Company; Frank Kulick, H. G. Leyman, from the Pope-Toledo factory; Col. George W. Pope and Albert L. Pope, from New York; and H. P. Maxim, of the Electric Vehicle Company.

So flattered were the exhibitors and promoters of the show, that during the last days of it they were talking about the feasibility of Boston being included in the list of national shows. As this would be apt to interfere with the profits of the dealers, however, it is unlikely that any steps toward this end will be taken.

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As for the exhibits at the show, they continued to be added to by occasional new arrivals, and visitors who could do so went several times to the hall. The new cars, the Gasaulec and Sturtevant, described in AUTOMOBILE TOPICS last week, continued to attract general attention, as did also the Berkshire car, with its new individual internal clutches, by means of which the gears are kept constantly in mesh.

On Friday, St. Patrick's Day, the fine exhibit of lamps made by Gray & Davis made an effective bid for interest, although it had been attracting more than its share of attention all the week. The goods of this concern were displayed set in showcases whose frames were white, and the interior of which were usually lighted by electricity. Friday, in honor of the day, Mr. William Gray had taken occasion to dispense with the usual bulbs and substitute bulbs of a greenish hue, which overspread the highly polished lanterns displayed. Everybody took their hats off to these lights, and especially when the band played "The Wearing of the Green." The lamp display of this firm was one of the best ever seen.

Other accessory exhibitors who did a goodly business were the Truffault-Hartford suspension, the Jones speedometer, the Prest-O-Lite gas tank company, and the Scandinavian Fur Company. The makers of well-known tires all were well represented with attractive spaces, the list of standard makes shown including the G. & J., Hartford and Dunlop, Diamond, Michelin, Continental, Fisk, and the Swinehart clincher.

For a local show, the range of models shown was remarkable. It was hard to think of any cars that were at the national shows which were not to be found in Mechanics' Hall. Steamers and electrics were represented in goodly numbers to share the honors with the gasoline cars. The White and the Grout and the Prescott had splendid exhibits. The new Grout model was winning friends every hour, and the sales of both the Prescott and White were large. In electrics, the Baker, National and Waverly cars were all on hand, and business was being done in each of these lines.

That portion of the show in the basement was like a different exhibition, and it was a treat to go there. It was a good show, but the medley was such that it was like a fair. The power boats and machinery divided the space with automobiles, sundries, automobile houses, candy and soda-water stands, and specialties of all sorts. The power boat show was of such magnitude that it was impossible to give an adequate idea of it in the story of last week, so a separate article on it is printed in the "Boat Motoring" department of this issue.

Boston Importers' Salon

ALTHOUGH the size and number of attractions at Mechanics' Hall partially eclipsed the display of foreign cars at Symphony Hall, it is not to be understood that the Importers' Salon was lacking in its share of attention from the public. The magnificent French, German and Italian products attracted their own class of admirers, and as they were well staged it was altogether a handsome show.

The delayed exhibits arrived toward the middle of the week, and with Fiat and Richard Brasier cars added to the Panhards, Mercedes, Clements and others.

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a pick of choice European products were on hand for Boston's discriminating buyers. The De Dietrich, Panhard, C. G. V. and Napier cars formed a foreign contingent at the other show in Mechanics' Hall, while the Stevens-Duryea and Buick cars were with the imported machines in Symphony Hall. The importers reported a fair amount of business, although there was no rush of the general public, as at the other show.

Notes From the Show

HENRY FORD said that since leaving Ormond the Ford racer, the lightest weight six-cylinder machine in the world, has been given a thorough overhauling, and Mr. Ford hopes to be able to return to Ormond and try for the record in the very near future. He is not at all disheartened over the action taken for his sanction for time trials by the racing board of the three A'S, and is confident that he can secure the necessary number of first-class timers to certify to whatever performance the machine may make on a trial.

A. L. PRESCOTT was in charge of the Prescott exhibit at the show. On Tuesday he took four persons out in his car for a demonstration, and carried them up Corey hill on the high speed. He says that he had more steam pressure at the top than when he started at the bottom.

J. A. KINGMAN, of the Locomobile Company of America, came up from Bridgeport, Conn., for the opening of the show. He remained with J. H. MacAlman throughout the week.

ALBERT CHAMPION, who was so severely injured while driving a racing car at Brighton Beach in the fall of 1903, was with Kenneth Skinner at the show. Champion arrived from France only a few days before. He limped but little.

GEN. NELSON A. MILES, accompanied by a friend, visited the exposition during Tuesday evening, and critically inspected the many and interesting exhibits. There was not a single car in the show that did not receive some attention from the distinguished general and former Indian fighter. General Miles expressed the opinion that the use of automobiles in the army will become more general and efficient. He pointed with considerable pride to the good work done by the machines he tested during the latter days of his command of the army, and then, coming down to later times, recalled the good work done by both steamers and gasolene cars at the recent Manassas manœuvres.

JAMES W. GILSON, of the Hartford Rubber Works Company, arrived in town Wednesday. He was particularly pleased with the showing made. "It is great," said he. "Why don't you bring Madison Square Garden and place it in an L?"

NAT BUTLER, the prominent pace follower, and long-distance performer, is anxious to get into the automobile racing. He offered \$3,000 for the Ford special racer, which was declined without thanks.

BOAT MOTORING

Boston Power Boat Show

CONSIDERING that New England has been prominent as the home of motor boat builders and users ever since the power boat became practicable, it was not a great surprise to the knowing ones to find the power boat section of the automobile show in Mechanics' Hall the biggest exhibition of the sort ever seen. At the New York show only twenty-five power boats were exhibited, besides two hulls without power installation. In the basement of Mechanics' Hall were shown sixty complete power boats, besides two on the main floor.

Practically, there was to be seen every type of motor boat from the diminutive, 1-hp. clinker-built skiff, the dory, the hunting-cabin cruiser, the trunk-cabin launch, the racer and the semi-racer.

Conspicuous among the racing craft was the Panhard II. racer, which was seen at the New York show. The two biggest boats at the show were the "Hupa" and the "Spray," both cabin launches, which attracted a great deal of attention, especially from the women. The "Spray" was the product of Murray & Tregurtha, of South Boston. It was a 42-foot trunk-cabin launch, fitted with a 20-hp. motor. The entire cabin inside and out was of mahogany, and very richly decorated, and was supplied with berths, a toilet room and a galley. The steering was done from within the cabin.

The "Hupa" was built by George Lawley & Son, of Boston, for C. H. Clark, Jr., of Boston. It was 63 feet long, with a trunk cabin and fitted with an engine of 100-hp. Another Murray & Tregurtha boat shown was a 25-foot, hunting-cabin cruiser, fitted with an 8-hp. engine. This boat was intended for rough water cruising and hunting trips, and the cabin had fine accommodations for sleeping, besides a toilet room and galley.

The biggest engine at the show was the 100-hp. Standard, costing \$5,000, and the smallest motor was one of 1-hp. in a \$65.00 boat built with three cockpits and designed to carry ten or a dozen persons. An interesting motor, showing the progress of the art, was one of the oldest two-cycle motors ever built in this country. It was built by Palmer Bros. ten years ago, when the art of engine building was tentative. It cost them nearly \$10,000 to perfect. At the close of the show it was to be sent to the Smithsonian Institute for preservation.

There were two motors in the show that use kerosene, or other heavy oils, instead of gasoline. All the motors in the show were, of course, water-cooled.

In the region of Cape Cod it was natural to find the dory rigged as a power boat much in evidence. Next to the \$65 craft mentioned, the cheapest boat shown was a 16-foot dory fitted with an Atlantic motor of 1½-hp. Its price was \$110. An unusual type of boat shown was a 16-foot craft of a sort that is largely used on the coast of Maine. It is called a pea-pod, on account of its shape. It was fitted with a 1½-hp. Knox motor. These pea-pod boats cost \$150.

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A ladies' power boat for still-water use was one of the novelties of the show. It was named the Dorothy Louise, and was of the dory type, built of cedar, with handsome mahogany trimmings and decks. It was 16 feet long, and the price was \$225, fitted with a 2-hp. motor. It was built to carry six people comfortably.

Among the prominent visitors at the show was Capt. J. A. H. Dressel, manager of the New York Motor Boat and Sportsman's Show. When asked his opinion of the show, he said:

"I find here models from two Western motor boat builders. I also find one of New York's big builders here. The most interesting feature of it all is the way the power dory predominates. This type of boat, so peculiarly New England in its form and construction, not to say use, would have created a furore at the New York show. We expect many of the New England builders to exhibit there next year, and New Yorkers will have the pleasure of not only looking at, but buying, a Yankee dory. Why, the very names of these dories make a man hunger for the water after the long and arduous winter we have had: Cape Cod, Gloucester, Swampscott, Pea Pod.

"At the New York show we had many New England and Western makers of motors exhibiting. I find nearly all of them here, with some additions from both sections. With the various motor boat races that are scheduled, and the cruising tours that are promised, although I am here 'a prophet in a strange land,' I venture to say that New England will have the greatest motor boat season that it ever had."

The motor boat show was, on the whole, such a success that it will undoubtedly be an annual feature in Boston hereafter, and probably it will be an independent exhibition in future.

On Thursday the New England Association of Motor Boat and Engine Builders was formed at a meeting of thirty-two representatives of the industry, held in the banquet hall of Mechanics' Hall. J. N. Schoonmaker was chairman pro tem., and called the meeting to order. He briefly recited the object of the meeting, and the benefits to be derived thereby, stating that the association was not to be an antagonist of the national association, because nearly all the members of the proposed new association were already members of the national association, and that it was merely intended to act in local and New England affairs which concerned the industry.

A committee of three was appointed by the chairman, consisting of Messrs. C. I. Campbell, John A. Murray and J. N. Schoonmaker, who withdrew, and on their return reported that a committee of five be appointed to prepare a plan of organization and report at the next meeting, to be held at the office of Mr. Campbell, 5 Park Square, on Thursday evening of next week.

The following committee was appointed: George A. Lawley, John A. Murray, Chester I. Campbell, Charles A. Sanders and J. N. Schoonmaker.

How the English motor boat, Napier II.—which a short time ago made a nautical mile in 2.13' 3-5—looks at speed is thus graphically told by a writer in the *Autocar*:
"The effect of driving through the water at this speed must be experienced to be

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realized. As the boat gained in speed, flattening her passengers against their back supports as the propellers grip and fairly hurl her forward, the mild roar of the engines ascends to a shriek; the sounds of her eight exhausts smite the ear like the continuous reports of a machine gun, mingled with the scream of the riven water, while the shore, dimly seen through a veil of powdered spray, flies by like a train.

There is no swing or plunge, no lurch or roll. The grand little craft pours on her way on an absolutely even keel, with no sense of being driven, but a feeling as though boat and her crew were flying and fleeing on the wings of the wind. There is absolutely no sense of flotation, no water-borne feeling whatsoever. If one shuts one's eyes, it is not difficult to imagine one's self on some tearing vehicle running on small rollers over a smooth steel road at an incredible speed. Sustained for the first time, it is like no other experience to be had in this world; but after the first half minute or less there settles upon one a quite delightful sense of security and safety, so evenly and so truly does she run."

SEVERAL changes and additions to the 1905 list of fixtures were made last week by the yachting automobile committee of the Automobile Club de France. Following is the general program: April 1 to 16, meeting at Monaco; April 13, Helice Club, at Asnières; May 15, Algiers-Toulon and Juvisy meetings; May 29, Helice Club, at Suresnes; June 11 or 12, Dubonnet Cup, at Poissy-Melun; June 18, Helice Club, at Maisons-Lafitte; June 22 to 30, Kiel meeting; July 15, Calais-Ramsgate; July 20 to 25, Ostend week; August 1 to 13, Paris to the sea (Trouville); August 15, regatta at Havre; September 1 to 4, Royan meeting; September 7 to 11, Harmsworth and Recoupé cups, at Arcachon; September 20, San Sebastian meeting. The committee has taken under consideration the challenge of the Automobile Club of Great Britain and Ireland for the British International Cup of 1905. The contest will be held on September 11, at Arcachon.

A \$2,000 challenge cup has been presented by Alexander Burton to the Automobile Club of Cannes, for competition by motor boats. The following are the principal regulations governing the cup: The trophy is an international challenge cup, open to all motor boats not exceeding 18 meters, or 60 feet in length. The cup shall be raced for over a distance of 100 kilometers—62½ miles. If won three years in succession by one owner, or one make by a boat of the same class, the cup will remain the absolute property of the winner. The race for the cup shall be held in the roads of Cannes, at the latest five days after the last motor boat race at Monaco. Unless four competitors start, the race is not valid. Should the minimum number of challengers not enter during the first two years, the donor will devote the cup to another object.

THERE is talk of a motor boat meeting in Spanish waters. The example set by Cannes and Nice in organizing an automobile week is to be followed at San Sebastian, where the authorities of the Casino propose to hold a series of motor car and motor boat races during the coming season, probably in September next.

A Pillar of Society's First Ride

IT was the first automobile ride the Pillar of Society had ever taken. He had been unsparing in his criticisms of it, and only yielded to the appeals of his friend to try it out of a desire to lay up material for a more severe indictment of the abhorred vehicle.

Sitting very erect, and with his features set resolutely against any relaxation that might indicate enjoyment, the Pillar exuded disapproval of his friend's actions as he threw in the clutch and started off on the first speed. Down the crowded street they threaded their way sedately, giving other vehicles a wider berth than was necessary, and slowing to let pedestrians at the crossings get out of the way. So circumspect was the management of the car that a big policeman at a crowded intersection beamed approval on this respecter of the speed law; but changed his beam to a glare when the slow pace caused the long string of vehicles following to drop to a crawl also. He waved his hand impatiently, as much as to say: "G'wan wid ye," and his displeasure grew when no heed was paid to his urging.

Presently the suburbs were reached, and the road became macadam, the houses further apart, and the traffic perceptibly lighter. The Friend opened the throttle lever just a fraction of an inch, but kept the spark lever well retarded, while the car was still running on the first speed. The pace increased a trifle, and the Pillar of Society had to take a strong grip on his expressive lineaments to prevent approval from stealing a march on him and becoming apparent to the naked eye.

"Don't let me spoil your 'pleasure' entirely," remarked the Pillar, when the conversation had lagged perceptibly, with an accent on the word "pleasure." "As long as you don't violate the speed ordinance I am satisfied."

"Oh, that is all right," replied the Friend, as he looked at his speed recorder. "We are doing just ten miles an hour now."

"But the law permits twenty miles in the country, doesn't it? Such is my impression," said the Pillar, with the same air of dignity and repression.

"Yes, but we are still in the city limits, you know; and besides, you desired me not to go faster than twelve miles an hour, you know."

The Pillar started to reply, then checked himself abruptly. His vertebrae stiffened a little more, until he seemed to be leaning backward, and his lips became more firmly compressed.

In the course of time the wheels of the car rolled over an imaginary line that separated the city from the country, although all appearance of the former had long been left behind. The Friend, conscientious to a fault, opened wide his throttle, and even advanced his sparking lever as far as it would go; but he resolutely kept the car on its first speed. Even thus it went so much faster that the speed recorder read fifteen miles, whereupon the Friend pulled the sparking lever back to its original position, and the speed instrument indicated twelve miles. The lightning of the Pillar's face was momentary; its expression became more severe than ever when the speed dropped again.

"You may go at the legal rate; it is twenty miles, I think," he said, icily.

"You said twelve, but if you wish I will make it twenty," replied the Friend.

A deprecatory wave of the hand was the only reply of the Pillar; it might have meant either assent or dissent; the Friend took the former interpretation, and advanced his sparking lever, then threw in his second speed. "Twenty miles,

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now," he announced, after a look at the indicator dial. The Pillar strove hard to keep his features immovable, but a twitching of the corners of his mouth betrayed him—or would, had anyone been scrutinizing his countenance.

Up to this time only a few automobiles going in the same direction had been encountered, but these had all gone by with a rush. Now that the speed of the car containing the Pillar and the Friend had been "hit up" to twenty miles an hour no other vehicle outpaced it for a while. Several times the Pillar looked around, and a close observer might have thought that he was gratified to see that his car kept in front. But he made no open sign. But after a while a big red car, with a full load of laughing men and women, came up from the rear and went by with a rush and a swirl of dust. Soon it was a dim speck in the distance, and perceptibly fading from view.

"Disgraceful!" exclaimed the Pillar, sourly, glaring at the receding car. They must have been going 100 miles an hour."

"About 35, or maybe 40," replied the Friend, as he manipulated the throttle lever to see that it was quite open. "Now, if we were on our second speed we could do pretty nearly as well. But there, we are just jogging along, and it would not do to exceed twenty miles. Although it's a pity, too, for the road is perfectly clear—" this apparently as an afterthought.

Again the Pillar opened his mouth to speak, but once more changed his mind. When two more cars had gone by, leaving huge clouds of dust in their wake, the Pillar unbended somewhat. "What is this contrivance? The throttle lever? And this? Well, how could you go faster? By throwing in the third or fourth speed? Yes? And how fast could you go then? Fifty to sixty miles? Indeed! That is wonderful."

There was silence again for a few minutes. This time the Pillar was keeping an eye to the rear, and when another car drew near he saw it before it got very close.

"This is your third speed lever?" he inquired, pointing to it. "Suppose you try it and see what happens."

"But the speed limit?" said the Friend, with just the ghost of a smile in the corner of his mouth. By this time the pursuing car was only a few feet away.

"D—; that is, never mind the limit," exclaimed the Pillar, never taking his eye off the oncoming car.

With a scarcely concealed grin the Friend complied. The car shot forward, but still the pursuer gained, although much more slowly. Gradually it crept up until the two cars were level; then the one in which the Pillar sat began to drop behind, foot by foot, while the rival driver smiled exasperatingly.

"Ta, ta! See you later!" exclaimed one of the men in the tonneau of the conquering car, waving his hand patronizingly.

"Throw in your fourth speed, man!" cried the Pillar excitedly. "Do you want him to pass us?"

As if he had been waiting for the word, the Friend threw over the lever with a clang of metal against metal, and his car picked up speed almost instantly and shot ahead. The rival car was soon caught, then passed, and in a few minutes left in the rear. The features of the Pillar relaxed, and he actually laughed.

"That is something like!" he cried. "What make is this car?"

Preventives and Remedies

PART XXVII

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General Hints

NUTS, BOLTS AND SCREWS.—The several nuts that secure the same piece should always be tightened gradually. Let us suppose that a cover is to be secured by means of six nuts. If one of the nuts is screwed home, the cover will rise on the opposite side, imperceptibly, but actually. The result is that when the nut on that side is screwed home the cover will crack, or the joint will not be beneficial. This natural phenomenon often occurs, say, in a motor explosion chamber unskillfully remounted, and which suddenly cracks when a constant relief for the compression is not provided between it and the cylinder. It is necessary, therefore, to tighten all the nuts a little at first, and then each of them a little more, and finally to screw them all home.

A wrench of the widest span should always be used. By this it must be understood that the best wrench is always the one that grasps the nut by the widest surface possible. A wrench with a hexagonal opening which grasps a six-sided nut is the ideal one. A wrench with a quadrangal opening for this same nut is also serviceable, but is less recommendable. A wrench with two jaws, of the monkey-wrench type, is a makeshift tool that rounds the angles of the nut and quickly renders them ungraspable.

Care should always be taken to lubricate the threads. The nut, through the friction that its threads exert upon those of the bolt, always has a tendency to bind upon the latter. It is, therefore, advisable never to put a nut in place before it has been well cleaned, and also slightly lubricated. A drop of kerosene, or a particle of black lead will be amply sufficient. The result of such lubrication is not, as some suppose, to facilitate the loosening of the nut, but, on the contrary, to make sure of its being screwed home, by preventing it from binding before reaching the piece to be screwed.

INTRACTABLE SCREWS.—Screws with a round head and a slit are sometimes difficult to loosen. It is especially important not to manipulate them with too small a screw-driver, which can have no other effect than to make the edges of the slit jagged and to gradually widen the slit itself to such an extent as to render it impossible for the blade of the tool to obtain a purchase.

If the screw has a projecting and cylindrical head it may, if the screw-driver fails to move it, be started by a pipe wrench, but with merely one turn of the latter, so as not to injure it. If the head of the screw does not project, the blade of a screw-driver as wide as the slit should be inserted in the latter and held as upright as possible while it is being turned; and, if the screw is a strong one, the blade of the tool should be fitted to a hand brace in order to obtain greater power, while a little kerosene should be applied to the parts surrounding the screw. If the slit has become worn it may be renovated by means of a hammer and a fine chisel.

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When a round-headed screw has become chipped its former aspect may be restored by means of a small, soft file.

IMMOVABLE NUTS.—By the term immovable is meant that the nut is so fixed that it seems to be formed internally with the bolt. Several cases may present themselves.

If the nut and bolt are of sufficient size to withstand a somewhat heroic treatment, a little kerosene should be poured upon the threads, and a vigorous twist be exerted with a very strong wrench. The nut will thereby certainly be loosened. This is the least difficult case.

If the nuts are relatively small, and especially if it is a question of a set-bolt, the stress exerted should not be excessive, but, on the contrary, rather gentle, since the least violence might cause a breakage of the bolt. Therefore, if it is seen that the nut has not yielded to an adequate and ordinary stress, it should not be forced, since, if the threading becomes the least bit twisted, all one's efforts will have counted for nothing. The best way is to begin by applying a little kerosene to the nut, and then, after waiting half an hour, if time permits, to try again.

If the nut does not budge, a wrench of a proper size should be heated to a dark red and placed around it for a minute, in order that the head may expand without communicating to the bolt; and the nut should then be attacked with another wrench. Should this process fail also, nothing remains to be done but to sacrifice the bolt by severing it with a fine metal saw. A chisel should not be used, since that necessitates a hammer and the application of heavy blows that might injure the piece in which the bolt is fixed—say an expansion chamber or a cylinder, both of which, being of cast iron, are too fragile to withstand the blows of a metallic tool. After the bolt has been changed, the trouble will have been remedied. Were it a question of a set bolt, however, it would require the exercise of a great deal of skill to avoid sawing it instead of the nut alone. It is difficult to avoid injuring the bolt threads slightly; but a crippled set bolt is better by far than a decapitated one. Further along we shall see what has to be done in order to repair a set bolt.

DEEP-SEATED NUTS.—The nut is sometimes situated in a recess in a piece in such a position that ordinary wrenches cannot reach it. Such an arrangement does no credit to the carriage builder, but it is, nevertheless, met with.

As such a nut, through its very position, is exceedingly difficult to loosen, there should be no hesitation about sacrificing its angles. A chisel should, therefore, be applied obliquely to one of the corners in the direction in which the nut unscrews, and be gently struck with a hammer. The nut will be marred, but will turn. If it is not too much hacked, it need not be changed, since in order to put it back in place the same operation will have to be performed, but in a contrary direction.

Nuts and jam-nuts that often work loose.—The positions of these should be changed, the jam-nut being placed beneath the nut.



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LAKESWOOD is becoming much of a headquarters for automobilists, and the speed carnival scheduled for next month is the principal topic of conversation among the cottagers and hotel guests. Mr. George Gould is actively interested in the carnival, and the newly formed Lakeswood Motor Club is deep in the preliminary arrangements for the event. Some of the promi-

nent society people who have been making Lakeswood their headquarters for the past week are: Miss Caroline Fellows, Mr. Howard Stetson Mott, of Brooklyn; Miss Elsie Sutherland, of Albany; Mr. and Mrs. Charles F. Hart, Miss Hart, of Staten Island; Mr. Alfred de Cordova, of New York; Mr. and Mrs. A. Sidney Carpenter, of Philadelphia; Mr. A. W. Block and Mr. John Moller, Jr.; Mr. and Mrs. Harrison K. Bird, Mr. and Mrs. Jules Vatable, of Tuxedo, and Mr. and Mrs. R. F. Holcomb, of Ottawa, Canada.

ONE of the prominent New York women who are interested in automobiling is Mrs. C. C. Hendrickson. She is not only fond of this recreation but also drives a car and is something of an expert.

THE outdoor grill at Palm Beach is becoming very popular as the weather grows warmer, for there one can talk with more freedom than indoors, as well as be comfortable under the palms and the starlight. The Neapolitan singers play their mandolins and guitars early in the evening, and later they sing for two hours. The leader has a good tenor voice, and it is amusing to hear the remarks of young women at that hour. One recently declared that "Caruso was not in it" with the Neapolitan. Dinners in the grill usually begin with a "Scudder cocktail" and conclude with "Forbidden fruit." Of course there is the "Poinciana salad." Some of those who frequent the grill are: Mr. August Belmont, Mrs. Flagler, Miss Juliana Cutting, Colonel and Mrs. Walter Cutting, Mr. James Stillman, Mrs. J. A. Stillman, Mr. Henry T. Sloane, Miss Sloane, Mr. and Mrs. I. Townsend Burden, Miss Gwendolyn Burden, Mr. and Mrs. Frank Egerton Webb, Mr. Frederick Townsend Martin, Miss Violet Cruger, Mrs. Benjamin Thaw, Mr. and Mrs. William Lawrence Green and General Brayton Ives.

THE visit which the Princess Colonna, half-sister of Mr. Clarence Mackay, is to pay in this country is arousing the interest of society, as it has been some years since she has been in New York. She is now on the ocean en route to New York, in company with her mother, Mrs. John W. Mackay, and her eighteen-year-old daughter. She will be here throughout the latter half of April and the month of May. Young Princess Bianca is to be presented at court in London this summer, but will, in reality, make her debut here, as numerous entertainments will be given for her, as well as for her mother and grandmother, by Mrs. Clarence Mackay and others, entertainments that cannot fail to add to the brilliancy of New York's post-Easter and ante-Newport season. Princess Ferdinand Colonna has two other

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N O T W O P R I C E S

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Standard Information for European Tourists

Boxing, Shipping, Steamship Route, Passports, Duties, Permits and Regulations

BOXING AND SHIPPING.—The best way to pack an automobile for shipment abroad is to build a closed box of matched timber around the car. The platform should be built on 2 x 4 braces, beveled at the ends. The sides, ends and top should be constructed on a lighter frame. Use heavy bolts to bind between platform and top, use at least four of these on each side. In addition fasten four iron bands upon the box extending diagonally from the lower corners to points near the lateral center of the sides. The upper ends of these bands terminate in eyes. Through the four eyes have a chain placed. This will give a center hold to which hoisting tackle can be fastened. Brace wheels by blocks fastened to the sides of the box and brace smaller boxes containing spare parts to the platform of the box.

Consign through custom-house brokers. The box can be left with forwarders after the outward passage, for use in returning. Before returning go to any U. S. consul and make affidavit that the car was originally shipped from America. This will dispose of the customs question on arrival.

Cost of boxing the car, \$100. The expenditure pays for itself. In transporting the car by water abroad, do not box it. Transportation facilities between Great Britain and the Continent are practically perfect and no precautions are necessary.

STEAMSHIP ROUTES.—From New York to Liverpool—Cunard and White Star lines.

From New York to Southampton—American line.

From New York to Southampton and Bremen—North German Lloyd.

From New York to Southampton and Hamburg—Hamburg line.

From New York to Havre—Compagnie Generale Transatlantique.

From New York to Antwerp—Red Star line.

From New York to Glasgow and Merville—Anchor and Allan State lines.

From New York to Boulogne, Rotterdam and Amsterdam—Netherlands line.

From New York to London, Bristol and Hull—various smaller lines.

From Boston to Liverpool—Cunard, Dominion and Leyland lines.

From Philadelphia to Liverpool—American line.

PASSPORTS.—Write to the Passport Bureau of the State Department at Washington for blank. When received, fill and return with fee of \$1.00. Enclose no return postage; Government franks. Passport good for two years and renewable.

Duties, Permits, Regulations, Speed and Road Rules

GREAT BRITAIN AND IRELAND.—No duty or permits for tourists. Observe road rules carefully. Remember to turn to left in passing instead of right.

NETHERLANDS.—Touring cars (not new) are allowed to enter free. It is left, however, to the discretion of the Collector of Customs Receipts to claim as deposit, the amount of the duty, which will be reimbursed on departure from the country. The duty is 5 per cent. of the value. Car must carry two lanterns shedding their light a distance of 100 meters, with a brake enabling the car to stop within ten meters,

and a bell or horn which may be heard 100 meters distant. Speed must not exceed 20 kilometers (12 miles) in the open country and 8 kilometers (5 miles) an hour on sloping ground, in settlements, on bridges, in misty weather and at night, under penalty of a maximum fine of 50 florins (\$20). Tourists must carry in the car a permit of the Secretary of Public Works, countersigned at a customs office, stamped blanks for which may be obtained from the Automobile Club of the Netherlands, Hague, Nassauplein 1b., on payment of 2½ francs (60 cents). Gasoline obtainable at all A. C. N. stations at a uniform price of 20 cents per liter (one liter equal to 1.06 quart).

SWITZERLAND.—Deposit of 20 francs for every 100 kilos gross weight of car required. Against the deposit, a permit is given, valid for one year. The deposit is returned on leaving Switzerland by any of the frontier stations in exchange for the permit. Regulations are very exacting in Switzerland and motor drivers are not popularly liked. To escape owners' permits and plates, etc., tourists must carry permits of their home country, and that country must be one between which and Switzerland reciprocity exists. Each car must carry a deep-sounding horn. The driver must sound this as soon as he intends crossing or overtaking another car, a cycle or pedestrian crossing the road. He must also use the signal at all sharp turns in the road or at the end of any private road or avenue leading into a public highway; also at night or in foggy weather. A car must carry two brakes which must be used on sloping ground. The brakes must be independent and each must be competent to stop the car at full speed and full power on any incline. At night all cars must carry two lanterns in front, one green, the other white; also a red light at the rear, which must be lighted whenever the vehicle stops. The driver must have perfect control of his car at all times. He must slow up or even come to a full stop whenever the vehicle might cause an accident or interfere with traffic or when a saddle or harness horse shows signs of fright. In cities, villages, or hamlets and on mountain roads, speed must never exceed 10 kilometers (6¼ miles) an hour. On bridges, narrow streets, on steep declines and in front of sign-boards and official posters, speed must be reduced to 6 kilometers (4 miles) per hour. On no account must the speed be increased to more than 30 kilometers (19 miles) in the open country. On mountain roads, the car must be stopped whenever a Federal stage coach is met. Special care must be used in passing one of these coaches. In no case is a driver allowed to cut across a road in front of a vehicle or pedestrian. When stopped, the car must be run or pushed to the right side of the road. On narrow roads the car must be run off the road to the side if possible. The driver must not leave his motor running when he leaves the car. In case of accident he must stop, even if he is not at fault. He must see that the injured are cared for, and must freely show all official papers to anyone in authority. Racing on highways is strictly prohibited. Certain roads are forbidden to automobiles.

AUTOMOBILE TOPICS EUROPEAN SUPPLEMENT

FRANCE.—Certificate of ability, residence, passport, two photographs (unmounted, 30 by 40 millimeters), declaration of maker as to type, number, horsepower, weight, etc., of car and other details, may be and probably will be required. Customs dues of 50 francs for every 100 kilograms, if the car weighs more than 125 kilograms, 120 francs for every 100 kilograms if the car weighs less, must be deposited on entering France. This deposit will be refunded at any frontier custom house in exchange for the deposit receipt, which is valid for six months. Small stamp taxes are collected in all cases. In driving, the car must be under control. Driver must slow up in all cases where accident or the impeding of traffic is imminent. In narrow roads or streets the speed must not exceed that of a man walking. Speed limit is 30 kilometers (20 miles) in the open and 20 kilometers (13 miles) in settled portions of the country. Every car must show, in front, a green and a white light.

GERMANY.—Free entrance if driver possesses authentic documents regarding his car and himself, particularly proof that the car has been his property for a certain time. Much discretion is allowed officials. An entrance duty (refundable) may be enforced arbitrarily. This is 187½ francs on a car without regard to size or weight. Many local regulations and prohibited streets in some cities. Ordinary road rules. Driver must slow down in towns and villages. Little interference with foreigners who can prove their residence.

ITALY.—Tourist must, within five days after crossing the frontier, make a declaration at the office of some Provincial Prefect. This five-day term is established by the toll-gate certificate. If tourist comes from some country where there are rules and regulations for the driving of automobiles, as in America, he will receive a temporary permit to drive in the kingdom. He must prove ability to drive, ownership, etc. Lead seals will then be placed on the car. Duty (small) will be enforced. This duty returnable on leaving country.

SPAIN.—Deposit on entrance, returnable at departure. Road and speed rules not severe.

AUSTRIA.—Car subject to following customs duties: The car, 157½ francs; in addition, 9 florins (21 francs) for every 100 kilos of weight of motor or engine. Manufacturer's certificate indicating weight of car, motor and parts is advisable. Lead seals will be affixed after payment. Duties returnable in exchange for receipt on leaving. Road and speed rules not exacting.

DENMARK.—No duty on declaration that car is temporarily imported for touring purposes.

RUSSIA.—Automobiles may not pass the frontier simply by depositing duties, but special permission must be secured from the Secretary of Finance. Such permission must be applied for in writing on paper stamped with two stamps of 80 copecks (41 cents) each. Since reply may be delayed, it is expedient to ask for an early answer, giving some urgent reason. Driver must declare by which custom stations car is to enter and leave the country and for what space of time a permit is sought. The reimbursement takes place from two to ten months after leaving. Local road and speed rules, not generally severe.

BELGIUM.—Automobiles are provisionally exempted from the payment of duties,

but drivers are obliged to make deposit of or give security for 12 per cent. of the car's value. A transit-receipt is given containing description of vehicle and limiting period before exportation to one year. Deposit readily refunded at any frontier station on leaving. If one wishes to enter or pass through Belgium several times, it is sufficient not to demand restitution of deposit until one leaves definitely. Road and speed laws not severe, but general regulations regarding control, lamps, brakes, accident, bridges, narrow streets and closely populated districts are in force.

GENERAL.—It should be remembered that while speed laws are not rigidly enforced except in Switzerland, all drivers should be reasonable in their handling of cars. Road rules should be strictly observed everywhere.

It is best to be sure that one has coin of the country which is about to be entered before reaching the frontier. Custom officers will accept nothing but money of their own country. Before leaving it is always advisable to notify the frontier station a day or two before reaching it, so that the officials may have time to secure sufficient funds for reimbursement. Ordinarily they do not keep much money on hand.

Throughout Europe the rule is: automobiles and motor cycles, horns; bicycles, bells. By this the driver knows what is approaching from the rear and can govern himself accordingly.

It is always best to carry an exhaustive maker's certificate showing make and type of car, number of car and motor, weight, specifications, value, capacity and details of parts. A certificate of ability as a driver is almost indispensable.

Never pass or cross in front of a policeman or other official. The dignity of the law is sacred in Europe. Be polite to all officials under all circumstances; you will gain by this. Generally, you will find the officials overpoweringly polite to you.

Guide books can be obtained in book-stores in any of the large cities of Europe. Baedeker's are standard and generally up to date. Rolfe's "Satchel Guide" is also good. Cook's and Gaze's tourist agencies also publish reliable hand-books. And there are other good publications. Both the Michelin and Continental tire concerns publish guides which give much information not otherwise found in repair stations, garages and fuel depots. Good maps are plentiful and not expensive. The sectional ones are particularly good in Europe. Never travel without a map, as local information is not always reliable.

A membership in the Touring Club of France is desirable for the tourist in France and Europe generally. The road-book of France, published by the club, is invaluable as a reference work for the tourist who reads French.

On arrival at a town, leave your car and make hotel and garage arrangements before any of your party dismounts or any baggage is taken out. The fear that you may go to another hotel will insure better terms from the hotel and garage people.

Be good-natured but firm. Be just in giving gratuities, not too liberal. Too much generosity makes it harder for those who follow. Plan your itinerary in advance, but allow a day here and there for departures from it.

TOUR; don't race.

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AUTOMOBILE TOPICS

children, a boy of twenty and a son of sixteen, and the elder of the two will, on his father's death, inherit the chieftainship of the Stigliano branch of the historic house of Colonna, which derives its name from a relic still in its possession, and which is said to be a portion of the column to which the Founder of Christianity was bound when scourged prior to His crucifixion.

SOCIETY has been visiting the winter resorts in large numbers the past week. Mr. and Mrs. Henry Lubeck have been at Lakewood. Mrs. and Mrs. Harold Herrick are at Ormond. Mrs. William Lanman Bull, of No. 805 Fifth avenue, has been visiting at Lakewood. Mr. and Mrs. W. Vinton King have been at St. Augustine. Mr. and Mrs. William Moore Robinson and Miss Neida Wright Robinson were in Atlantic City last week. Registered last week at the Hotel Lenox, Lakewood, were Mr. and Mrs. O. T. Bailey. Mr. and Mrs. William L. Bradley have been spending the week at the Ponce de Leon, St. Augustine, Fla. At the Hotel Lakewood last week were Mr. and Mrs. Charles F. Hart and Miss Hart. Mr. and Mrs. Dunham Jones Crain,



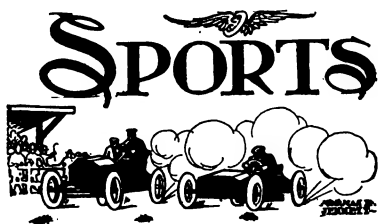
MRS. C. C. HENDRICKSON

Photo by Davis & Sanford

Miss Christobelle Crain and Miss Davida C. Crain are spending this month at the Hot Springs of Virginia. Early in the spring they will open their summer home near Richfield Springs. Mr. and Mrs. J. Allen Townsend, of No. 237 Madison avenue, were among the arrivals last week at Palm Beach, Fla.

MR. AND MRS. CLARENCE MOORE, of New York City, are to spend a month hunting in Ireland, and will then go to Paris, where they have a house on the Champs Elysées. Following this, they are to make a motor trip of the Continent. They plan returning to the United States about July 1, and to spend the summer at Pride's Crossing with Mr. and Mrs. E. C. Swift, the parents of Mrs. Moore.

AUTOMOBILE TOPICS



STORIES of new track and speedway projects and race meet promotions have been flying about as thick as sales reports at show time during the last week. "Senator" W. J. Morgan has returned from the Southland with a bundle of schemes for automobile and motor boat racing all along the Atlantic coast, and also at the Bahamas, Cuba and Jamaica, and setting them temporarily aside, has set to work putting into shape his scheme for a five-mile motor car track at Toms River, N. J., and a twenty-mile motor boat course on Barnegat Bay, and a big hotel at Toms River. This project is being promoted under the name of the Atlantic Coast Speedway. The five-mile course is to be laid out in a level country, so that the farthest point of the circuit will be visible from the grand stand. In the inner field will be a polo field, a golf course, a baseball diamond and a football gridiron. A hotel and land company is the promoter of the enterprise. The backing of prominent automobilists, poloists, golfers and motor boatmen is already claimed. Another scheme reported is one for a five-mile automobile racing course on Staten Island, and still another is the utilization of the beaches at the eastern end of Long Island, both on Fire Island and along the mainland near Montauk Point, as speedways, though these beaches are notoriously soft and unfit for the purpose. Meanwhile, Asa Goddard has converted the offices at 1534 Broadway into a headquarters for the promotion of the scheme for a twenty-mile natural roadway private speedway at Pennington, N. J. With all of this comes news of race meets being planned everywhere and of racing cars being ordered by different men. If half the plans now afoot materialize there will be a very busy racing season.

To encourage the breaking of his own record—that of 2.06.42 3-5 for 100 miles, made in a Pope-Toledo car on the Dallas, Tex., track—Colonel E. H. R. Green has offered a perpetual challenge trophy for contests at that distance. The first race must be held on the Dallas track, but after that on the track selected by the winner of the cup. To each winner will be given a silver replica of the gold cup. Believing there is more speed in the Gray Wolf, Colonel Green has ordered the shaft drive changed to a chain drive, which he expects will increase the efficiency of the car.

THERE is still another ocean racing beach talked of. This time it is in New Jersey, at Cape May, the extreme southern point of the peninsula forming the "Hinterland" of that State. A course five miles long is being examined for the purpose of using it for automobile racing. The Cape May beach has long been famous for its smoothness and levelness.

J. R. EUSTIS, racing secretary and manager of the Brighton Beach Automobile Club, has located at 1534 Broadway.

AUTOMOBILE TOPICS



THERE is much looking forward by the members of the Long Island Automobile Club to the time when their new garage adjoining their new club house at No. 360 Cumberland street, Brooklyn, will be completed. Work on the important addition is now going forward rapidly, and the members hope to take possession before fall. The garage will be two stories in height and will have a frontage of 50 feet and a depth of 100 feet. This will give the club a total frontage of 75 feet on Cumberland street, as the new club house is on a lot of 25-foot frontage.

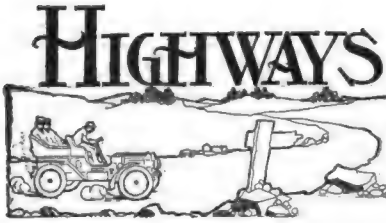
A DETERMINED effort is being made by the Automobile Club of Philadelphia to put an end to the practice of speeding across New Jersey between Camden and Atlantic City. It is charged that many of the offenders are automobile dealers out in demonstrating cars. This has been called to the attention of all the local agencies and they have been asked to assist in stopping the nuisance. The club does not stop here, however. Hereafter any automobilist who boasts of having covered the distance in time which breaks the speed laws, will be served with a warrant sworn out by the local club.

IT is proposed to incorporate the Automobile Club of Buffalo. A resolution will come before the club on April 19, authorizing this step.

THE Colorado Automobile Club of Denver, Col., is appearing in the role of a "trust buster." It has set itself up in opposition to the Standard Oil Company. The excessive prices charged for gasoline are objected to by the members of the association, and at a meeting of the club, held February 23, the president, F. L. Bartlett, was instructed to address a communication to President Roosevelt asking him to extend the oil investigation to the alleged monopoly in Canada.

A PARTICULARLY active season is being planned by the Automobile Club of Philadelphia, which expects to increase its membership from 186 to nearly double that number. New officers have been elected by the Board of Governors, as follows: Isaac Starr, Jr., president; J. Emlen Smith, vice-president; Alfred N. Chandler, treasurer; H. Bartol Brazier, secretary. The board has appointed the following as chairmen of the different committees: Entertainment, Dr. I. A. Whiting; Highways, J. Maxwell Bullock; Legislation, Ellis Ames Ballard; Membership, Samuel Y. Heebner; Rooms and Exhibitions, J. Emlen Smith; Runs and Tours, H. Bartol Brazier. The Board of Governors has also appointed a committee consisting of Henry G. Morse, Dr. Whiting and A. N. Chandler, to secure larger quarters if this is deemed feasible. There is talk of leasing an entire floor of the new Dexter Building, at Fifteenth and Walnut streets, which should be known as the automobile headquarters in Philadelphia. A subscription list was opened, and in a short time a portion of the \$1,800 necessary was undrewritten.

AUTOMOBILE TOPICS



As a result of a good roads bill just passed by the New Hampshire Legislature and approved by the Governor, a comprehensive system of highway improvement is about to be entered upon by that State. Main roads only are to be improved at first, and it is understood that those leading to the White Mountains will receive early attention. The law calls for an annual expenditure by the

State of \$125,000, extending over a period of six years. In addition, the towns and villages are to raise money, and when this is done they will receive a portion of the State fund to be expended in the construction or improvement of the projected roads. It is provided that "All State highways shall be constructed and maintained by the State under the direction of the Governor and Council or some agent or agents appointed by them, and the expense thereof shall be paid out of the money appropriated by the State under this act; and the Governor and Council are hereby authorized to make such changes in the routes of existing State highways as they shall think expedient."

BUFFALO, N. Y., is to have a good roads convention, to open March 31. It will be addressed by William Pierpont White, of Utica, chairman of the executive committee of the State Good Roads Association, and others.

A NOTABLE victory for the cause of improved roads has been won in Michigan. A bill has passed the Legislature of that State by unanimous vote, authorizing the submission to the people of an amendment to the constitution providing for the building of better roads. The amendment will provide for the appointment of a highway commissioner and the appropriation of money for the construction of gravel roads.

ORANGE COUNTY leads all others in New York State in the mileage of improved roads built or proposed under the Higbie-Armstrong law. It has filed plans for 358 miles out of 5,466 in the State. St. Lawrence is second with 344 miles; Herkimer third with 300 miles; Oneida fourth with 284 miles; and Monroe fifth with 274 miles.

THE amendment to the good roads law of Pennsylvania which Senator Sproul has embodied in a bill will release that measure from some of the clogs upon it and permit it to work more easily. Under its provisions a township may apply for State aid without waiting for the consent of the county commissioners. Where two bodies have to co-operate before the State will act, a deadlock easily follows, and irritating inaction takes the place of energetic road building.

NEVER before has so much interest been taken in Maryland in the cause of good roads as at the present time, and the prospect for the building of miles of improved highways this spring and summer is excellent. Recently there have been meetings in nearly every county, at which the proposition to seize upon the oppor-

AUTOMOBILE TOPICS

tunity offered by the Shoemaker law to secure road improvement was acted upon favorably. This law carries with it a State appropriation guaranteeing to the individual counties thousands of dollars for making the rural thoroughfares better, with the single proviso that the counties shall contribute an equal amount to the cause.

THE evils from improper construction of stone roads are even greater than those resulting from the use of improper material. Macadam never intended that heterogeneous conglomeration of stones and mud should be called a macadam road. The mistake is often made of depositing broken stone on an old road without first preparing a suitable foundation. The result, in most cases, is that the dirt and mud prevent the stone from packing, and by the action of traffic ooze to the surface, while the stones sink deeper and deeper, leaving the road as bad as before. Another great mistake is often made of spreading large and small stones over a well-graded and well-drained foundation, and leaving them thus for traffic to consolidate.

ACCORDING to the report of the State Good Roads Commission, the people of Illinois have spent approximately \$75,000,000 on their wagon roads during the last twenty-five years, and yet these roads are in little better condition now than they were twenty-five years ago.

THE Pennsylvania Senate has passed the bill providing for the establishment of a State highway department and appropriating \$6,356,232 for good roads for the next four years.

IN many of the Southern States convict road building has passed from the stage of discussion, and is an accomplished fact. Following is a list of the various States where the plan has been tried, together with the number of convicts employed in each, in the year 1900: Georgia, 946; Mississippi, 113; Tennessee, 722; Florida, 106; Texas, 672; Louisiana, 67; North Carolina, 643; Arkansas, 62; South Carolina, 579; Alabama, 25; Kentucky, 419; Virginia, 23. This makes a total of 4,377 convicts engaged in road building in these States during the year mentioned.

A BILL has been introduced in the Delaware Legislature repealing the good roads law in its application to the whole State, and re-enacting it so as to apply to New Castle county alone. There are but three counties in the State. Under the provisions of the re-enactment the highway commissioner for New Castle county shall be appointed by the governor for a term of four years, instead of three years, as at present, and work on a highway shall not continue after the sum appropriated by the State shall have been exhausted. The two exceptions noted are the only changes from the existing law.

A USEFUL practice followed in some counties is that of paying at the end of their period of service to those prisoners who have been most faithful in road-making work a money bonus which helps them in securing employment, and gives them a small start in the world as free men.

Rules for Herkomer Competition Announced

THERE is every indication that the Herkomer Competition, as the contest for the Hubert Von Herkomer cup is officially designated, will prove to be an important and interesting event. It is being promoted by the Bavarian Automobile Club, in co-operation with the German Automobile Club, and is to take place in Munich, Bavaria, from August 10 to 16. The trophy is a cup donated and decorated by Von Herkomer, the famous Bavarian artist; the latter will also present to the winner a portrait of himself (the winner).

The rules for the contest have just been issued by the Bavarian Club. They begin by stating that the contest is international, being open to all touring cars. Each car must seat four persons and have a bonnet, mud guards, three lamps, two brakes, a reverse, a safety device for hill climbing, a horn and a muffler. There is no restriction as to weight or horse power.

The competition is divided into an exhibition, speed trials lasting two days, and a touring trial through south Germany, from Munich, through Baden Baden and Nurnberg, back to Munich, a distance of between 900 and 1,000 kilometers; the time is three days. The cars are to be divided into four groups, i. e., over 60 hp., 32 to 60 hp., 16 to 32 hp., and under 16 hp.

The system of awards is as follows: The winner will be the car with the smallest number of marks.

In the speed trials, which are to be held in the Forstenriederpark, each minute counts a mark. Seconds and fractions of seconds count the sixtieth part of a mark. The awards are the same for the Kesselberg climb, only here the run counts twice. The total performance of the speed trials will be given by the total of the marks.

The number of marks given for the three days' tour is 36, as follows:

(a) Repairs and adjustments to the machine: 1 mark per minute added to 36.

(b) Changing of parts of the machine (chains, springs, valves, parts of brake or clutch, etc.): For the first time, 10 marks daily; for the second time, 15 marks; after that, 20 marks. Besides, the time taken for repairs will be counted.

(c) Replenishment of water on the road: For the first time, 10 marks daily; for the second time, 15; after that, 20 marks; the time is counted extra.

(d) Tire repairs: Besides the marks for time, 3 marks are given for changing the tube, 6 marks for changing the mantle. Otherwise, when stopping for tire repairs, only the stop is counted.

The time for repairs or adjustments of internal parts of the machine are counted from the moment when these inner parts become visible till the moment they are again shut up from the eye. Ordinary adjustments, to start the motor (f. i. examination of the benzine pipes of the carburetor, pumping up, crank) are not counted. Replenishment of oil or benzine, or other fuel (except water for cooling) out of the supply carried on the car is not counted.

The car with the least number of marks wins the Herkomer prize, an artistic trophy wrought in fine metal (value 10,000 marks), which has to be won twice in three years by the same person.

French Entries for Bennett Race Being Made

WHILE the arrangements for the running of the Bennett cup race are being fashioned into shape there is still a vast amount of muttering over the present status of the racing game in France. The trade is very much divided as a result of the abortive attempt to substitute the Grand Prix for the Bennett race, and the abandonment of the former left a number of them feeling much disgruntled. Some even declared that they would not compete in the Bennett race. Among these were De Dietrich, Mors, and Gobron-Brillié.

Since then, however, the atmosphere has cleared somewhat. The Gobron-Brillié concern is said to have reconsidered its refusal, and the latest reports state that the following are certain starters in the French eliminating trial: Panhard et Levassor, Richard-Brasier, and Charron, Girardot et Voigt. The firms of De Dietrich and Mors have definitely announced their abstention, while the following reserve their decision: Clement-Bayard, Renault, Hotchkiss, Darracq and Gobron-Brillié.

The *Auto* has decided to give the prize of 100,000 francs, originally intended for the Grand Prix race, to the winner of the eliminating trial.

However divided opinion is regarding this year's Bennett race, the Automobile Club of France seems determined to do all in its power to stop future contests. It makes no secret of its purpose, either. At a meeting held a few weeks ago it adopted the following resolutions:

1. That the government of the Republic should accord its exclusive patronage to the great annual race of the Automobile Club de France, and honor the club by sending official delegates to this national event.

2. That the "Syndicat" of the Parisian press and the syndicates of all journals accord their exclusive patronage to the great race of the Automobile Club de France by sending delegates to this national event.

3. That the authorities prohibit all great speed races on the public roads and authorize only the one great race, which is to be organized each year by the Automobile Club de France, with the co-operation of the "chambres syndicales" and affiliated automobile clubs of France and other countries.

4. That the organizers of speed races on the public roads already announced renounce them freely and spontaneously, in the general interest, and that out of a spirit of patriotism they lend their co-operation to the common cause, and that their combined efforts may contribute to the success of a single enterprise.

The club decides that in case, contrary to its expectations and desires, its appeal to concord and for the defence of the general interests be disregarded, it hereby gives power to its commission sportive to take, in case it is necessary, the following measures:

1. The manufacturers, organizers, timekeepers, owners, drivers, etc., who will participate in France in a great speed race on the public roads other than the great race of the Automobile Club de France, and, for 1905, the Coupe Internationale, will not, for the future, be allowed to compete in any race organized by the Automobile Club de France or under its patronage.

2. This measure shall be officially communicated to all affiliated clubs both in France and in other countries.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

Published by AUTOMOBILE TOPICS (Incorp.)

E. E. SCHWARZKOPF, *President.*

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How to Create a Speedway

IF any such scheme as that for a twenty-mile roadway speeding course, recently projected in New Jersey, is to be carried through successfully, it should be worked out along the lines of business enterprise. The times are practical, and even enthusiastic sportsmen are not apt to sink considerable sums of money without asking about dividends. Such a speedway, with a track for short races, club house, garages, and so forth, cannot be materialized through sentiment.

One has to look over the proposition several times in order to see how the investment would be secured and a profit derived. Twenty miles of roadway, starting nowhere in particular, and ending where it began, never would bring much in the open market, either as real estate or as highway material. One with a powerful imagination can imagine a strip of land one hundred feet wide, and running in an irregular circle for twenty miles, being reconverted into farm land. It would require the forces of a three-ring circus acting as farm hands, to till it.

No, if the money invested in such an enterprise is to be regained, it must be through the medium of big dividends.

AUTOMOBILE TOPICS

To get the principal back through dividends the project will have to be put through quickly, and enough profits made to refund the investment within three years.

The reason for this quick action is obvious. There can be no receipts of consequence from any big road race, such as the Vanderbilt cup contest, and the revenue derived from race meets upon the small track would not cover the running expense of the plant, with its care-takers and constant repairs. The reliance for revenue must be upon the regular fees for the privilege of the grounds paid by members. These would comprise, for one class, the racing enthusiasts and sportsmen, who want a place for "tuning up" and a place for pleasure speeding and friendly brushes, the same as the drivers of harness horses enjoy; and for a second class, the manufacturers who want a proving ground for testing their new models.

Both these classes will be willing to pay well for the use of such a speedway as proposed, but they must be made to pay enough to return the amount of the original investment, with interest, within three years. This, because after that time the manufacturers will not care so much for a testing ground. Their product will be more nearly standardized, with one year's models practically the same as last year. In that time, also, the demand for demonstrations will be small, users buying on reputation.

If this reasoning is correct, it is plain that the enterprise should take the form of a club, on a plan similar to a gentleman's driving club, with track privileges. The membership and privileges in such a club would easily be worth \$300, or even \$500 a year. Most manufacturers now pay that much, or more, in fines for attempting to test their cars on the highway, and they get no satisfactory results after paying it. For the sportsmen and racing men, such an amount for such yearly privileges would be a bagatelle.

To put the project through on this basis it should be in the hands of a man with the abilities and working characteristics of a promoter, or land boomer, but, of course, trustworthy—a man who knows the value of publicity and hustle, who would see investors personally and get the money all subscribed in a few weeks, and who would be getting memberships at the same time. The scheme should be carried through with a rush if it is to pay. The speedway should be ready for the Vanderbilt cup race.

The enterprise would be best managed if the number of stockholders was small and the business run as a proprietary club, with stockholders and everyone paying the regular dues for track privileges.

Quick action is the absolute essential. The speedway can be built in two months. It should be completed and the club have a membership of 500 by September 1. Will this happen?

Canada's Motor Wagon Missionary

IN her efforts to induce emigration to her vast space of unoccupied land, the Dominion of Canada is to make use of a perambulating motor car to make proselyting trips throughout Great Britain. The Canadian government is back of the scheme, and is equipping a wagon for an "emigration mission" among the agricultural laborers of the eastern, south and west counties of Great Britain, to preach the gospel of free grants of land in Canada and of the fat crops and fine harvests awaiting the countryman possessing the courage and enterprise to emigrate.

Mr. Preston, the Canadian Commissioner of Emigration, who is stationed in London, says that the motor wagon will be stocked with giant fruit, grains and country produce to preach their eloquent object lesson of Canada's resources.

"The idea is," said Mr. Preston, "for the motor wagon to go into odd little country corners beyond the line of railway communication, and into the market towns to reach the rural population we cannot touch by circularizing. The motor wagon is 20 feet long, and was ordered from the motor section of the St. Louis Exhibition. It is a gasolene electric vehicle; that is to say, its power is derived from a gasolene engine, which drives a dynamo. This dynamo generates the current, which actuates electric motors coupled direct on the driving wheels. When the wagon is stationary the current generated by the dynamo will light up the 300 electric lamps on the wagon, which is built of Canadian wood. Its speed is 15 miles an hour, with a load of two to three tons. The wagon is so built that its sides open out to give a large space, on which the Canadian produce exhibits will be ranged.

"Here," said Mr. Preston, "are sixty cases of fruit and vegetables preserved in spirit—grains, giant fruit, and vegetables. It will form an attractive object lesson of Canada's crops, and we shall try to make country people understand that our official organization gives absolutely reliable information, for which we are personally responsible.

"We spend \$300,000 yearly in Great Britain to encourage emigration to Canada, and the motor wagon mission will be permanent if successful. And we shall put two or three more on the road if it brings in rural recruits. A competent mechanic will take charge of the car, and a missionary will accompany him to conduct the emigration propaganda."

Goggles for Master, Man and Dog

A CERTAIN Rhode Island automobilist is a great stickler for conventionalities. He is a familiar figure on Providence streets, in his big touring car, attended by his mechanic and his dog—master, man and dog all wearing goggles of similar appearance. The dog is on the front of the car, sitting up in perfect satisfaction with himself and his surroundings. He is a remarkably handsome brindle and white Boston bulldog, wearing immense goggles over his eyes in harmony with his master. The dog sits without restraint, except that of perfect training, and showing no disposition to abandon his seat.



MISS AGNES HOLE, OF LOS ANGELES, CAL., IN A PIERCE GREAT ARROW

Testing Autos for Military Service

AN interesting experiment is being tried by the Italian authorities in connection with the mobilization of automobiles for military purposes. It was the second of the kind carried out in Italy, the first having been made at Brescia last August.

On the present occasion the intention of the Minister of War was to obtain data as to the results of a mobilization of private automobiles in winter time. Twenty-two machines, belonging to as many owners, were placed at the disposition of the military authorities in response to an appeal made to all automobilists in Lombardy. Eleven distinct routes had been mapped out, and the automobiles left in pairs, each carriage numbering among its occupants an army officer entrusted by the Minister of War with the duty of drawing up a report on the experiment. The itineraries varied in length from 107 kilometers to 683 kilometers; in some cases the course did not leave the plains, while in others spurs of the Apennine range had to be crossed.

Fine weather favored the departure, which was witnessed by a large number of people, including many newspaper correspondents. Each automobile carried the Italian flag with a special inscription relative to mobilization.

The King of Italy has given a gold medal to be awarded to the winner of the competition, due regard being paid to the working of the motors, the distance covered, the conditions of the roads, and the kind of machine.

Making British Tourist Trophy Race Entries

ENTRIES are coming in rapidly for the Tourist Trophy Contest, which is to be the chief event of the year in British automobile circles. Nineteen concerns had entered twenty-eight cars early this month, and additions were coming in almost every day.

Unlike former competitions promoted by the Automobile Club of Great Britain, this is to be an out-and-out race. It will take place in the Isle of Man, in September, and will be restricted entirely to touring cars. One of its chief features is the limitation as to the amount of fuel allowed to each competing car. Cars of moderate power must be employed, because an over-engined vehicle would simply consume its fuel supply long before it had completed the distance. Such a car would, of course, for a time, make higher speed than the less powerful cars, but it would be stranded long before the finish, and the touring machines would pass it one by one. The distance will be from 150 to 250 miles, and the event, as arranged, will combine the advantages of a reliability trial and a race.

The British club has come to the conclusion that the fuel limit is the only one which would work all around in a satisfactory way, because the limitation of engine dimensions would have resulted in the building of engines to run at unduly high speeds. Restrictions as to weight, both maximum and minimum, have been imposed, so that no featherweights will be possible. The cars must have comfortable bodies, and carry a full load of two persons (driver and observer) and ballast, equalling 600 pounds in all, so that every possible precaution has been taken to insure that only bona fide touring cars can be used. Thus the race will, as the club intends it should, encourage the construction of ordinary touring cars rather than the designing and building of vehicles in which sustained speed is the only consideration.

Boston's Annual Hill-Climbing Contest

THERE is some talk of changing the venue of the Boston hill-climbing contest, which has become a regular fixture for Patriot's Day—i. e., April 19. It is scarcely likely, however, that Commonwealth avenue hill will be shelved, in spite of its shortcomings. These are that it is neither long nor very steep, in consequence of which it has become a speed contest pure and simple. Its advantages are its location—being in Brookline, and easily accessible from the heart of Boston, over fine roads—its width and surface, and the accommodation it provides for a large number of spectators. Besides, the local records have all been made on this hill, and afford the best basis of comparison of performances.

It is announced that arrangements have been made to use the McMurtry timing apparatus at this year's contest. As the hill is only one-quarter of a mile long, and the record is 15 2-5 seconds, the value of accurate timing is apparent.

THE Automobile Club of Buffalo took possession of its new club rooms over the Feck Cafe this week. A house-warming is projected, to take place in the near future.

Mrs. C. A. MUNN
and
PARTY
ABROAD
1904



*After the
hunt
at
SCHWALLBACH
GERMANY*



*At the
Roadside
in
Germany*

*Chateau
Chambard
FRANCE*



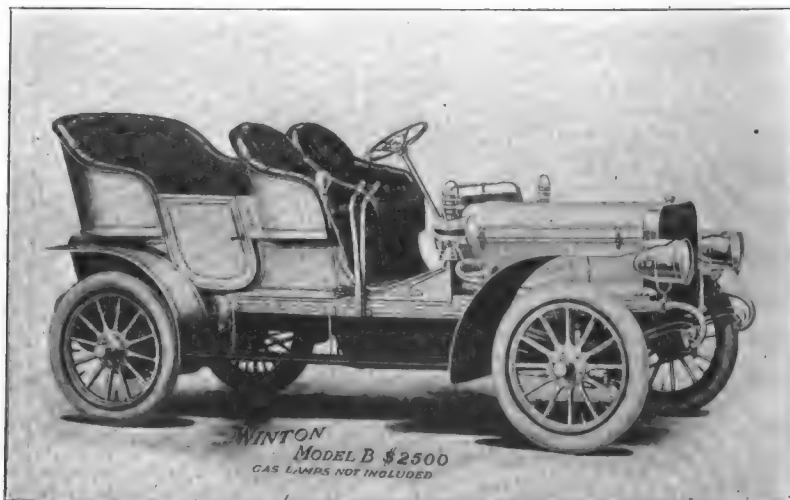
*SEEING
FRANCE*



THROUGH EUROPE IN A WINTON

A New Winton Model Reaches Town

ONE of the most pleased men in New York last week was Manager Percy Owen, of the local Winton branch. The cause of his jubilation was the arrival of the first of the new Model B. Wintons, and the instantaneous approval that followed its appearance.



"Much as I expected of the car, its running surprised me," said Owen to an AUTOMOBILE TOPICS representative. "It has been in almost constant use since it reached us, and no one who has tried it has failed to praise it enthusiastically. It runs smoothly and ascends hills with remarkable ease. Its general appearance is all that could be desired."

The Model B. Winton is rated at 24-30-hp., and sells at \$2,500. It is a reproduction of Model A on a larger and more powerful and luxurious scale. The engines are larger, the wheel base longer, the wheels and tires of more generous diameter, and the seats wider and more comfortable. The same features of accessibility, simplicity of control, etc., that mark the Model C. Winton, are embodied in it, however.

When Bearings Are Loose

IT is important that all bearings, and especially those on the wheels, be kept adjusted. If they become loose, the wheel shakes and the rubber on the tires wears away through road attrition. The cause is very apparent. The looseness of the bearings produces a swaying motion sideways, and the rubber is rapidly worn down.

AUTOMOBILE TOPICS



THE NEW GARAGE OF THE POPE MFG. CO., NEW YORK

Exhibition for Poor Inventors

OF trials, contests and exhibitions there is no end. One of the most novel of these yet projected is fathered by *L'Auto*, the French journal. It is an exhibition for poor inventors—poor in the financial sense—and is designed to help them to utilize their inventions. All articles exhibited must pertain to automobiles, tires and cycles, and stands will be free for all inventions passed on and accepted by a competent jury. The latter, however, will not be called upon to decide as to the value of the invention, but will admit it to the exhibition solely as an article of invention capable of interesting the general public. Plans and designs of possible inventions will also be accepted on the same terms and conditions. The stands will be under the charge of the exhibitors, and a fee of 10 cents will be made for admission, which will be used to defray the expenses. Any profit remaining will be turned over to the committee to form a fund (which will afterward be augmented and maintained by subscriptions) to come to the aid of any inventors of merit.

AMSTERDAM held an automobile exhibition a few weeks ago, in which about fifty-four vehicles and chassis, in all, were shown on the twenty-one stands devoted to manufacturers of cars or their agents, and of these about 70 per cent. were of French origin. They included forty-nine gasoline cars and chassis, three steam cars and chassis—of which one was the White—and two electric vehicles.

Watch Dogs for British Cars

SHALL the watch dog of the automobile be an Airedale, a collie, or the less ornamental, but more pugnacious, bull? That is the momentous question that is agitating British automobile circles at the present time, the necessity for a watch dog being the propensity of sneak thieves to purloin any portable articles left exposed in an unguarded car.

It is the ladies in particular who suffer from these predatory visitors. A lady leaves her car to choose a hat, fit on a gown, or match a pattern. Her chauffeur is so absorbed in turning his car that this gives just the opportunity to a sneak thief to whip off a rug, a fur coat, or other handy and costly little trifles from the tonneau, it is said. Hence the watch dog.

So far, a special car dog has not been bred. But dog fanciers are turning their attention to the makes of canine which constitute good car accessories.

The bulldog has been tried, and some say he has been found wanting. Some favor the bull to perform dog watch duty on a car. His sole drawbacks are his inveterate hatred for the police force, his self-conscious abasement, and mental depression when decorated with goggles and fur chest protectors.

You want a dog of non-sensitive temperament for a car—thick-skinned in both senses. Collies are the latest favorites. They are famous among motorists mainly for their habits of fore-bonnet aggression. Now they are beginning to figure largely as protectors of car property. They are hardy, not sensitive to chills, and are already provided with a protective fur coat and throat boa. Their car kit, therefore, is not expensive. Collies have no sense of humor, and do not object to being made into goggled guys. In addition, collies are known to bite very much to the purpose. Hence the avoidance by the tramp of a car whose "dog watch" is kept by a collie.

No doubt a spunky dog gives smartness to a car, especially to an empty car. Airedales look very stylish, and they are warranted wide awake. You do not catch weasels—or Airedales—asleep when it is to their interest to be on the alert. Poodles make fascinating dog watches, but if shaved they are apt to get bronchitis.

Airedales do not shiver in the cold wind of speed, they are nimble in nipping on and off the car, they like a good follow-on run on occasion, and they are a handy size. Collies take up too much room, and poodles are somewhat portly personages. Irish terriers have been tried, but whenever the car stops, or a break-down happens, your Irish terrier, true to his Hibernian instincts, jumps down and fights the entire crowd, man, dog, boy, and policeman. And though it is good sport for the owner, and excellent exercise for the dog, it is apt to cost too much to settle the rents made by your terrier in limbs, tempers and tailorings.

A TOURIST competition is being arranged for by the Automobile Club of Milan, Italy, to take place in May. There will be a choice of courses for the larger cars, and the daily stages will be from 300 to 500 kilometers. There will be a more modest course for small cars, with daily stages of 200 kilometers. The itinerary traverses the most picturesque regions and the most important towns of Central Italy and Venetia.



SINCE the first of the year a number of changes have been made in the organization of the Waltham Mfg. Co., the last being the retirement of Factory Manager L. B. Gaylor. The office of factory manager has been abolished, the major part of the duties performed by him having been taken over by Leo Melonowski, who has for some time been general superintendent and engineer of the Waltham Company. The sales department has also been shifted around. E. P. Chalfont is now sales manager, with offices at 100 Broadway, New York. Chas. E. Lozier remains at the factory, where he will devote himself to the task of handling the orders and seeing that they are dispatched promptly and in proper shape. The Waltham Co. report a good demand for their new air-cooled car, as well as for the time tried buckboard.

THE Wayne Automobile Co. of New York has been formed to take over the sale of the Wayne cars in the metropolitan district. Quarters have been secured at 1659 Broadway, and they are now being fitted up as a salesroom and will be occupied about April 1. A. L. Kull, a Washington, D. C., dealer, will be in charge, and anticipates working up a good business in this typical western car.

THE Gotham Automobile Company, New York City, has removed from 152 West 56th street to 1556 Broadway. The Stevens-Duryea line is handled by the concern.

So greatly has the automobile business of the New York branch of the Studebaker Co. grown that a large slice of additional room on the Seventh avenue side of the main floor has been allotted to it. The new Studebaker two and four-cylinder cars are shown, together with a full line of electrics. It has also been found necessary to enlarge the repair shop, and it has been so completely equipped that the most difficult work can be undertaken, even to remodelling or putting on new bodies.

Elmore Pathfinder

TWO IMPULSES

With Every Revolution

THE ONLY SELF-STARTING DOUBLE CYLINDER CAR IN THE WORLD

THIS is the famous Elmore "Pathfinder" which demonstrated its superiority over all other automobiles by making the longest continuous trip on record. This record was made principally on account of employing a two-cycle engine, which allowed it to surmount difficulties which would have been impossible with any other type. Doubling the number of impulses increases the power and makes it so continuous that sand, mud or grades are surmounted as easily as with other types of cars with double the horse power.

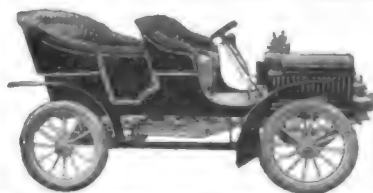
While the feature of power is of the utmost importance, of equally great import to the user is the fact that this particular car has 75 per cent. less parts than other cars of the same capabilities, which means that the cost of maintenance is fully 50 per cent. less than on any other cars in existence. It is easy to make claims, but who has substantiated their claims as we have? We have the documents to prove our assertions.

However, seeing is believing, and you owe it to yourself to see the car which will astonish you, not only by its appearance, but by its excess power and extraordinary control on the high speed.

Send for our full line of literature, including the booklet illustrating the 6,000-mile trip, our catalogue, explanation of our engine, and the opinions of people who have used them. All sent free, or, if you wish, we will send a 10x12 photograph of the Pathfinder on receipt of 10 cents in stamps.

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Touring Car Parts—Catalogs Nos. 6, 7, 8 and 9.

FEDERAL MANUFACTURING CO., Elgin, Ohio

Selling Agent, HAYDEN EAMES,
American Trust Building, Cleveland

To handle the local Hartford business, and to better accommodate the public of that city and vicinity, the Electric Vehicle Company has opened a commodious downtown sales-room at 372 Asylum street, one block east of Union station. The new quarters are in charge of Messrs. G. E. Risley and F. E. Dayton, of the company's sales department. The company's offices at the Laurel street factory have recently been remodeled and a large reception room provided for visitors.

In her happiest vein has Maud Humphrey, the artist whose delineation of children has brought her fame, designed the new hanger in colors of the Diamond Rubber Co. Two little tots are depicted in the front seat of an



automobile, one a blonde-haired boy, at the wheel, and his dark-haired sister beside him with a chubby fist on his shoulder. A Diamond tire frames the picture, which may be obtained on application to the Diamond Rubber Co., Akron, O.

UNLIMITED confidence in one's goods is indispensable to success in selling them. This confidence is felt by the Bryant Steel Wheel & Rim Co. of Columbus, O., who are making and marketing the Bryant steel rim, and who believe that in this rim they possess the solution of the tire problem. How thoroughly they believe in the rim is evidenced by a recent incident.

A number of automobilists were discussing tires and the ease and quickness with which they could be removed. The conversation was overheard by Mr. Marsh, of the Bryant Co., who jumped into the controversy with the claim that he could attach or detach any clincher tire to or from a Bryant steel rim in thirty seconds. One of the group offered

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to bet \$25.00 that no tire on earth could be taken off in that length of time. This bet was promptly taken up by Mr. Marsh. The party adjourned to the apartments of Mr. Marsh, where that gentleman had a Bryant wheel equipped with a Bryant rim. On the first trial it took 23 seconds to detach the tire, while putting it on again took 29 seconds. The loser paid the bet and invited the crowd downstairs.

The Bryant rim consists of a steel band, which can be attached to any wheel, shaped with a bead at one side. The bead for the other side is a detachable ring that slides off or on. This is held firmly in place by a split ring, which acts as a key. There are no bolts or nuts to rust or anything to get out of order and absolutely no tools are required.

WHATEVER may be the experience of other makers with cars having side entrances, the Electric Vehicle Co. have no fear of their bodies sagging or giving trouble in other ways. They are one of the concerns that have had a year's experience with this type of body, and they know just what is necessary to produce the best results. As President Budlong puts it:

"We know exactly what we are about. We were the only American makers to supply side doors as standard a year ago. What we are now doing in the side door line is the result of twelve months' practical experience, and our frames are built to withstand the strain indefinitely. You can't budge the frames of either the 40-hp. or 18-hp. Columbias by any sort of use under any kind of a load. The increased side stresses are more than met by extra frame depth and ample reinforcements, and this without making the cars too heavy. As we have said in some of our advertisements, we use a surplus of material for every strain, and no excess of material where it is not needed. The result is a harmoniously balanced car that will do what is required of it."

O. H. P. BELMONT has purchased a 25-hp. C. G. V. brougham, which is to be fitted with a Mullbacher body. C. M. Schwab has also ordered a C. G. V. 60-hp., which is to be delivered to him at Paris. He left for that city on Tuesday on the Crown Prince. Owing to the coachmakers' strike in the French capital, delay is feared, but the C. G. V. firm will loan Mr. Schwab a body until his is finished.

"A Wild Goose Chase"

Old as Shakespeare, if not coined by him. Has stood for centuries as the characterization of a pursuit likely to end in disappointment

NOTE THE CUSHION



Such will be the case of he who allows himself to be talked into **UNTRIED TIRES**. . . .

FISK TIRES have been tried by many men in many places, not only by a few trained experts. It is not an experiment. It is an article proven **TRUE** by **PRACTICAL USE**. A novice can take them off and put them on the **FLAT FISK RIM**. Experiments are costly. Don't be taken in. Learn from our booklet about **THE FISK AND ITS FASTENING**.

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Made in two styles and five sizes. They are absolutely safe, cannot drop, are automatic, and their movements are a model of simplicity. Working handle, heavy center raises, above center lowers. Works at any angle. No. 15, like cut, for vehicles of 2 tons, height 16 inches, rise 7 inches, weight 4 1/2 lbs., price \$2.50. Express prepaid in the United States.

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Record Rims

The best recorded achievements have been made on Standard Rims. The reason is easily told—they're the best.

THE STANDARD WELDING CO.
 Cleveland

A BRANCH store has been opened at 932 South Main street, Los Angeles, Cal., by the Good-year Tire & Rubber Co.

C. A. DUERR & Co., Inc., Broadway and 58th street, New York City, have taken the agency for the Queen car, made by the C. H. Blomstrom Motor Co., Detroit, Mich.

THE Johnson-Schofield Automobile Co. has been incorporated at Dallas, Tex., with \$10,000 capital. A salesroom, garage and repair shop will be opened, and several well known cars handled.

AN addition to the plant of the Royal Motor Car Co., consisting of a building 150x50 feet, is being erected. When completed, which will be very soon, it will materially increase the capacity of the plant.

A SALESROOM has been opened at 163 Columbus avenue, Boston, by the Linscott Motor Co. The National, Reo and Corbin cars will be handled.

THE New York agency for the Corbin cars has been placed with the Central Automobile Co. The salesroom of the Central Co. is now at 4 West 38th street, just off Fifth avenue.

FIRE broke out in a large frame building of the International A. & V. Tire Co. at New Brunswick, N. J., on Tuesday, and inflicted damage estimated at \$40,000. The main building, which is of brick, was saved. The concern makes automobile and other vehicle tires.

A. L. HENLEY, lately with the Electric Vehicle Co., has joined the forces of the Reliance Motor Car Co., of Detroit, Mich., as sales manager.

J. M. QUINBY & Co., body builders, of Newark, have decided to give up their New York offices and conduct all their business from Newark. Emerson Brooks retains his connection with the company and will keep his offices at 1534 Broadway, but they will be his quarters, and not those of J. M. Quinby & Co.

FRED J. TITUS, sales manager of the Thomas branch in this city, was married on Sunday last in Jersey City to Miss Maud Lillian Rice, an actress, whose stage name is Maud Harlow. His first wife was Edna May. He was on the stage himself for several years.

Mention "Automobile Topics" when writing.

Coming Events

At Home

April 19—Boston, Commonwealth Avenue hill climbing contest.

April 24—Lakewood, N. J. Automobile Week.

May 6—Brooklyn, Brighton Beach track opening race meet.

May 30—Yonkers, N. Y. Empire City track opening race meet.

July 15—Touring car contest for Glidden trophy.

Aug. 15 to Oct. 15—Race for W. K. Vanderbilt, Jr., cup.

Show Dates

March 27 to April 5—Washington Automobile Show.

April 10 to 15—Denver Automobile Show.

Abroad

April 1—Light van trials, Automobile Club of Great Britain.

April 1 to 16—Monaco meeting.

April 14 to 23—Nice A. C. meeting.

April (late)—Mediterranean Cup race.

July 15—Kiel Fortnight.

July 15—Motor boat contest from Calais to London.

July 20 to 25—Ostend Week: Motor boat races.

July 30—Circuit des Ardennes, France.

August 1 to 13—Paris-to-the-Sea.

August 10—Gaston Menier Cup race, Trouville.

August 11—Drexel Trophy race, Trouville.

August 10 to 16—Touring car contest for Herkomer Trophy.

August 15—Havre regatta.

August 20—British International Cup race.

September 2 to 10—Chevalier Florio Cup race, Milan, Italy.

September 11—British International Cup race, Arcachon Bay.

September 12 to 14—Lucerne Motor Boat race meeting.

What Another User Says of Swinehart Clincher Tires

Glenville, O.

MR. A. H. PETTIT, New Brunswick, N. J.

DEAR SIR:—Yours of the 28th, inquiring into the merits of the Swinehart Tire, I can answer same in a very few words. If you want real pleasure and comfort from your auto, get the Swinehart Tires. I ran my machine all last season with the Swinehart Tires and no car nor engine could be in better condition than mine after eight months hard driving, and not costing a cent for repairs in that time, which is evidence that there is little shaking. I do not think the skidding is as bad as with pneumatics, in short, I consider the "Swinehart" better in every respect. Hoping my information may be of great use to you, I remain,

Yours very truly,

(Signed) CHAS. MILES.

THE SWINEHART CLINCHER TIRE & RUBBER CO.

AKRON, OHIO

Mr. Manufacturer:

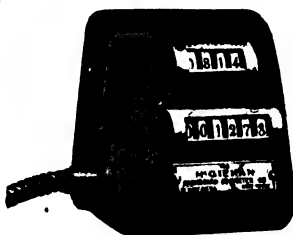
Q You produce cars. We produce catalogs—the kind which are effective.

Q Good cars need good catalogs. You make the one; we make the other.

Q Why not write us, and let us submit your designs.

HARTEL PHOTO-ENGRAVING CO.
37 E. 8TH STREET, NEW YORK

McGIEHAN DASHBOARD ODOMETERS



Two Different Styles—Model "A," indicating both trip and sum total mileage, and Model "B," total mileage only.

McGIEHAN ODOMETERS

have stood the test of time and have been proven absolutely accurate and reliable. Specify one on your car now, for the coming season.

McGiehan Odometer and Mfg. Co.

187 West 52d Street
NEW YORK

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ORLANDO F. WEBER CO. (INCORPORATED) AUTOMOBILES

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STRIKING, ORIGINAL PHOTOGRAPHS
FAMOUS RACERS IN ACTION

WE HAVE THEM

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LACOSTE COILS

are in greater demand than ever.
Place your orders now to insure
delivery. LacoSte Commu-
tators, Electric Cable. Every-
thing for electric ignition.

LEON RUBAY

140 W. 38th st. New York

Bound volumes of AUTOMOBILE
TOPICS. Vol. VIII, 26 numbers,
April 16 to Oct. 8, 1904 inclusive,
2040 pages, handsomely bound, \$4.00
per volume.

AUTOMOBILE TOPICS,
1440 Broadway, N. Y.

Specify
BRISCOE RADIATORS
on your car

POSITIVE TRACTION

No fear of Snow, Mud, Ice or Sand if you have our
Grips at hand.

Outshows section of
Grip which comes in
contact with thread,
being a smooth,
close, round chain.



Send for Descriptive Booklet "A."
WEED CHAIN TIRE GRIP CO., 28 Moore St., New York, N.Y.

GRAY & DAVIS
HIGH GRADE LAMPS
AMESBURY, MASS.

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Advertisements under this heading will be charged at the rate of 5 cents per word for the first insertion, and 3 cents per word for each subsequent insertion, cash to accompany order.

1904 COLUMBIA electric; extension Landau-let; perfect condition; run by private owner only; little used; cost \$3,500; price \$2,500 J. B. Lippincott, 229 S. 6th St., Philadelphia, Pa.

TO PACKARD BUYERS—We have one second-hand 23 H. P. Packard refinished throughout with headlight, side hampers, canopy top, complete, \$2850.00. Also one Model "A" Franklin with rear deck hamper, mahogany canopy, headlights, etc., \$1200. One Cadillac Model "B," complete at \$650.00. Centaur Motor Company, Buffalo, N. Y.

WANTED—Competent Automobile Travelling Salesman; one who has had experience with both gasoline and electric vehicles preferred. Address P. O. Box 474, Indianapolis, Ind.

TO PACKARD DEALERS—We will refund your deposit and pay you premium of \$850 each on any 28 H. P. Model "N" Packard that you have contracted for and will release to us. Centaur Motor Company, Buffalo, N. Y.

THIRTY-FIVE to FIFTY second-hand machines in stock. Send for descriptive sheet with prices. Haymarket Automobile Station, E. P. Blake, Mgr., 15-21 Hawkins st., Boston. Agents for Jackson Touring Car, Marsh Runabout, Marsh Motor Cycle. Send for catalogs.

WANTED—The following back numbers of AUTOMOBILE TOPICS—Feb. 29, 1902, May 4, 1902. Address J. K., care AUTOMOBILE TOPICS, 1440 Broadway, New York City.

THE DUQUESNE

16-21 H. P. "Voiture Legere."

The Greatest Car on Earth at the Price—
"HALF OF THIRTY-FIVE"

FOR SALE 1904 AUTOCAR

Red. Wheel Steer. First-class Condition. Used as Demonstrator. Cost \$1,700, will sell \$800.

INDIANA AUTO CO., - Indianapolis, Ind.

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NOT INQUIRIES

1903—1904—1905

1.

DE DIETRICH & Co.,

AUTOMOBILES.

FACTORIES

PARIS, and LOURVILLE,
FRANCE.

A. LEMAITRE.

Representative

SOLE AGENT FOR THE UNITED STATES AND CANADA.

TEN EAST THIRTY-THIRD STREET.

CARL ARNDT

MAYFIELD, NEW YORK.

NEW YORK, 23 Septembre 1903

Automobile Topics

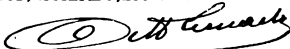
New York

Messieurs,

Je vous remercie de la publicité faite dans votre estimable journal depuis l'apparition de nos voitures "De Dietrich" aux Etats Unis. Cette Publicité, à elle seule, m'a fait vendre plus de dix voitures dans l'espace de deux mois, représentant une valeur de plus de cent mille dollars (\$100,000)

Je vous remercie à nouveau, et vous félicite du résultat obtenu

Recevez, Messieurs, mes sincères salutations,



(Translation.)

AUTOMOBILE TOPICS, New York:

Gentlemen—I thank you for the advertisement published in your estimable paper since our cars, the "De Dietrich," have appeared in the United States. This ad.—and it alone—has enabled me to sell more than ten cars within the last two months, representing a cash trade of over one hundred thousand dollars (\$100,000).

I again thank you and congratulate you upon the result obtained.

Accept, Messrs, my sincere salutations.

(Signed) A. LEMAITRE.

II.

HIGHEST GRADE MOTOR CARS
AND
MOTOR BOATS
—
HIGHEST AWARDS
PARIS EXPOSITION, 1900
LOUISIANA PURCHASE EXPOSITION, 1904

1 WEST 34TH STREET
OPPOSITE WALDORF

CABLE ADDRESS, "AUTODIETRICH"
TELEPHONES: } 974 { 38TH ST.
 } 975 {
R. E. JARRIGE, TREAS. & GEN'L MGR.

AMERICAN DE DIETRICH MOTOR CAR CO.
SOLE AGENTS FOR UNITED STATES, CANADA, MEXICO AND CUBA

AND
DE DIETRICH & CIE.
LICENSEE TURCOAT-MERY
PARIS AND LUNEVILLE, FRANCE

NEW YORK, Oct. 15, 1904

Automobile Topics
1440 Broadway
New York City

Gentlemen:—

Referring to our conversation of yesterday, I believe your idea of a touring supplement would be excellent. I wish you would reserve for me the first page for our ad. I accept the price you have told me; it is higher than I expected, but I believe that I owe you some recognition, as I have sold a good many cars through the advertisement appearing in your paper. Wishing you every success with it, I beg to remain,

Yours very truly,

R. E. JARRIGE.

III.

1ST GRAND PRIX
PARIS EXPOSITION, 1900
1ST GRAND PRIZE
ST. LOUIS WORLD'S FAIR, 1904

DE DIETRICH

AMERICAN BRANCH

HIGHEST GRADE MOTOR CARS
AND
MOTOR BOATS

CABLE ADDRESS, "AUTODIETRICH"
TELEPHONES: } 974 { 38TH ST.
 } 975 {
FACTORY: LUNEVILLE, FRANCE

MAIN OFFICE: PARIS
BRANCHES: NEW YORK
BERLIN, VIENNA
ROME, MILAN
TURIN
INDIA, BUENOS AYRES

NEW YORK, March 18, 1905
1½ WEST 34TH STREET

Automobile Topics
1440 Broadway
New York City

Gentlemen:—

It is only one month since I have taken charge of the management of the American Branch of the de Dietrich car. It gives me great pleasure to inform you that since that short time I have been able to trace at least four sales of our high priced cars to the efficiency of our advertisement appearing in your paper. Please find enclosed our advertisement contracts for two pages for next year.

Yours very truly,

DE DIETRICH, American Branch,
R. Mill de Brou, General Manager

Dict. RMdB

SPEED TABLE

USEFUL FOR AUTO RACES

The fraction of the second is always reckoned at the $\frac{1}{2}$ above the actual fraction.
The fraction of the foot is reckoned at the nearest $\frac{1}{4}$.

		Per Mile.	Per Second.			Per Mile.	Per Second.
8 miles per hour equals		7 m. 30 s.	11 $\frac{1}{4}$ ft.	58 miles per hour equals		1 m. 2 $\frac{1}{2}$ s.	84 $\frac{1}{4}$ ft.
15 " "	"	4 m.	22 ft.	59 " "	"	1 m. 1 $\frac{1}{2}$ s.	86 $\frac{1}{4}$ ft.
16 " "	"	3 m. 45 s.	23 $\frac{1}{2}$ ft.	60 " "	"	1 m.	88 ft.
17 " "	"	3 m. 31 $\frac{1}{2}$ s.	25 ft.	61 " "	"	59 s.	89 $\frac{1}{2}$ ft.
18 " "	"	3 m. 20 s.	26 $\frac{1}{2}$ ft.	62 " "	"	58 $\frac{1}{2}$ s.	90 $\frac{1}{4}$ ft.
19 " "	"	3 m. 9 $\frac{1}{2}$ s.	28 ft.	63 " "	"	57 $\frac{1}{2}$ s.	92 $\frac{1}{4}$ ft.
20 " "	"	3 m.	29 $\frac{1}{2}$ ft.	64 " "	"	56 $\frac{1}{2}$ s.	94 ft.
21 " "	"	2 m. 51 $\frac{1}{2}$ s.	31 ft.	65 " "	"	55 $\frac{1}{2}$ s.	95 $\frac{1}{4}$ ft.
22 " "	"	2 m. 43 $\frac{1}{2}$ s.	32 $\frac{1}{4}$ ft.	66 " "	"	54 $\frac{1}{2}$ s.	96 $\frac{1}{4}$ ft.
23 " "	"	2 m. 36 $\frac{1}{2}$ s.	33 $\frac{1}{4}$ ft.	67 " "	"	53 $\frac{1}{2}$ s.	98 $\frac{1}{4}$ ft.
24 " "	"	2 m. 30 s.	35 $\frac{1}{4}$ ft.	68 " "	"	53 s.	99 $\frac{1}{2}$ ft.
25 " "	"	2 m. 24 s.	36 $\frac{1}{4}$ ft.	69 " "	"	52 $\frac{1}{2}$ s.	101 $\frac{1}{4}$ ft.
26 " "	"	2 m. 18 $\frac{1}{2}$ s.	38 $\frac{1}{4}$ ft.	70 " "	"	51 $\frac{1}{2}$ s.	103 ft.
27 " "	"	2 m. 13 $\frac{1}{2}$ s.	39 $\frac{1}{4}$ ft.	71 " "	"	50 $\frac{1}{2}$ s.	104 $\frac{1}{2}$ ft.
28 " "	"	2 m. 8 $\frac{1}{2}$ s.	41 ft.	72 " "	"	50 s.	105 $\frac{1}{2}$ ft.
29 " "	"	2 m. 4 $\frac{1}{2}$ s.	42 $\frac{1}{2}$ ft.	73 " "	"	49 $\frac{1}{2}$ s.	106 $\frac{1}{4}$ ft.
30 " "	"	2 m.	44 ft.	74 " "	"	48 $\frac{1}{2}$ s.	108 $\frac{1}{4}$ ft.
31 " "	"	1 m. 56 $\frac{1}{2}$ s.	45 $\frac{1}{2}$ ft.	75 " "	"	48 s.	110 ft.
32 " "	"	1 m. 52 $\frac{1}{2}$ s.	46 $\frac{1}{4}$ ft.	76 " "	"	47 $\frac{1}{2}$ s.	111 $\frac{1}{2}$ ft.
33 " "	"	1 m. 49 $\frac{1}{2}$ s.	48 $\frac{1}{2}$ ft.	77 " "	"	46 $\frac{1}{2}$ s.	112 $\frac{1}{4}$ ft.
34 " "	"	1 m. 45 $\frac{1}{2}$ s.	50 ft.	78 " "	"	46 $\frac{1}{2}$ s.	114 $\frac{1}{4}$ ft.
35 " "	"	1 m. 42 $\frac{1}{2}$ s.	51 $\frac{1}{4}$ ft.	79 " "	"	45 $\frac{1}{2}$ s.	115 $\frac{1}{4}$ ft.
36 " "	"	1 m. 40 s.	52 $\frac{1}{4}$ ft.	80 " "	"	45 s.	117 $\frac{1}{4}$ ft.
37 " "	"	1 m. 37 $\frac{1}{2}$ s.	54 ft.	81 " "	"	44 $\frac{1}{2}$ s.	119 ft.
38 " "	"	1 m. 34 $\frac{1}{2}$ s.	55 $\frac{1}{4}$ ft.	82 " "	"	43 $\frac{1}{2}$ s.	120 $\frac{1}{2}$ ft.
39 " "	"	1 m. 32 $\frac{1}{2}$ s.	57 $\frac{1}{4}$ ft.	83 " "	"	43 $\frac{1}{2}$ s.	121 $\frac{1}{4}$ ft.
40 " "	"	1 m. 30 s.	58 $\frac{1}{2}$ ft.	84 " "	"	43 s.	122 $\frac{1}{4}$ ft.
41 " "	"	1 m. 27 $\frac{1}{2}$ s.	60 $\frac{1}{4}$ ft.	85 " "	"	42 $\frac{1}{2}$ s.	124 $\frac{1}{2}$ ft.
42 " "	"	1 m. 25 $\frac{1}{2}$ s.	61 $\frac{1}{2}$ ft.	86 " "	"	42 s.	125 $\frac{1}{4}$ ft.
43 " "	"	1 m. 23 $\frac{1}{2}$ s.	63 $\frac{1}{4}$ ft.	87 " "	"	41 $\frac{1}{2}$ s.	127 $\frac{1}{2}$ ft.
44 " "	"	1 m. 21 $\frac{1}{2}$ s.	64 $\frac{1}{2}$ ft.	88 " "	"	41 s.	128 $\frac{1}{4}$ ft.
45 " "	"	1 m. 20 s.	66 ft.	89 " "	"	40 $\frac{1}{2}$ s.	130 $\frac{1}{4}$ ft.
46 " "	"	1 m. 18 $\frac{1}{2}$ s.	67 $\frac{1}{2}$ ft.	90 " "	"	40 s.	132 ft.
47 " "	"	1 m. 16 $\frac{1}{2}$ s.	69 ft.	91 " "	"	39 $\frac{1}{2}$ s.	133 $\frac{1}{2}$ ft.
48 " "	"	1 m. 15 s.	70 $\frac{1}{2}$ ft.	92 " "	"	39 $\frac{1}{2}$ s.	134 $\frac{1}{4}$ ft.
49 " "	"	1 m. 13 $\frac{1}{2}$ s.	71 $\frac{1}{4}$ ft.	93 " "	"	38 $\frac{1}{2}$ s.	136 ft.
50 " "	"	1 m. 12 s.	73 $\frac{1}{4}$ ft.	94 " "	"	38 $\frac{1}{2}$ s.	137 $\frac{1}{2}$ ft.
51 " "	"	1 m. 10 $\frac{1}{2}$ s.	74 $\frac{1}{4}$ ft.	95 " "	"	38 s.	139 ft.
52 " "	"	1 m. 9 $\frac{1}{2}$ s.	76 $\frac{1}{4}$ ft.	96 " "	"	37 $\frac{1}{2}$ s.	140 $\frac{1}{2}$ ft.
53 " "	"	1 m. 7 $\frac{1}{2}$ s.	78 ft.	97 " "	"	37 $\frac{1}{2}$ s.	142 ft.
54 " "	"	1 m. 6 $\frac{1}{2}$ s.	79 $\frac{1}{4}$ ft.	98 " "	"	36 $\frac{1}{2}$ s.	143 $\frac{1}{2}$ ft.
55 " "	"	1 m. 5 $\frac{1}{2}$ s.	81 ft.	99 " "	"	36 $\frac{1}{2}$ s.	145 ft.
56 " "	"	1 m. 4 $\frac{1}{2}$ s.	82 $\frac{1}{4}$ ft.	100 " "	"	36 s.	146 $\frac{1}{2}$ ft.
57 " "	"	1 m. 3 $\frac{1}{2}$ s.	83 $\frac{1}{2}$ ft.				

COMPILED BY AUTOMOBILE TOPICS



Continental Tires

are most popular where high grade cars are mostly used. They are essential to each other. CONTINENTAL TIRES hold most of the long distance world's records which were made on the heaviest and most powerful cars. Only the best constructed tire can withstand such strain. If you are in a high grade district you will have frequent calls for CONTINENTAL TIRES. Prepare to meet the demand—send for dealer's agreement, prices and discounts. Address Department A. T.

THE CONTINENTAL CAOUTCHOUC COMPANY

EMIL GROSSMAN, General Manager

Factory: Hanover, Germany

298 Broadway, New York City

Samson Non-Skid Attachments on Continental Tires now in stock. Send for prices.

Notice To The Trade

We have entered suit against the United States Agency of the MICHELIN TIRE CO. for infringement of G & J patents, and the trade is warned against the purchase of such tires.

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THE B. F. GOODRICH CO.
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TIRE CO.
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Main Office and Factory, INDIANAPOLIS, IND.

Mention "Automobile Topics" when writing

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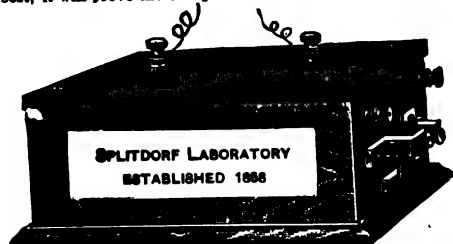
SENT UPON RECEIPT OF 6c.
IN STAMPS FOR POSTAGE

**ASSOCIATION OF LICENSED
AUTOMOBILE MFRS.**

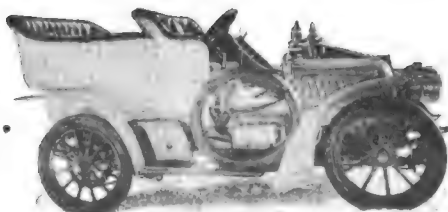
Room 1004

No. 7 East 42d Street, New York

SPLITDORF COIL The Standard Automobile Sparker. Has stood the test of time. Adopted by all first-class manufacturers. Perfect insulation has placed the Splitdorf Coil where it is to-day. Accept no cheap imitations. Splitdorf Coils are wound with pure silk covered wire. Get the best; it will prove the cheapest in the end.



C.F. SPLITDORF, 19-27 Vandewater St., New York



If this "card" prompts you to write us for a trial spin, it will have fulfilled its object. The car will do the rest of the talking.

THE AMERICAN MERCEDES—

*the 1905 Mercedes transplanted, that's all.
One size, 40-45 h. p. Price, \$7,500.*

DAIMLER MFG. CO.

965 Steinway Ave. L. I. CITY, N. Y.
New York City Garage, 10 West 60th Street

C. G. V.

AUTOMOBILES

CHARRON, GIRARDOT & VOIGT

At Manufacturers' Catalogue Prices in Paris;
Same Prices in New York, Plus Duty and Freight

*Highest Award During Three Consecutive Years
at Paris Show, Adopted by all French,
English and American Society*

**EM. VOIGT, SOLE IMPORTER FOR UNITED
STATES AND CANADA**

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Salesroom: 45 Avenue de la Grand Armée, Paris

Repair Shop, Spare Parts and Office:
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Victor Auto Storage Co.

**Automobile Sales, Storage
and Repair Station**

147-149 W. 55th Street
New York City

Telephone
3577 Columbus

BERG TOURING CAR

24 H. P.

Side Entrance
Immediate Delivery

Worthington Automobile Co.

542 Fifth Avenue, NEW YORK CITY

Members of Association of Licensed Automobile Manufacturers

Mention "Automobile Topics" when writing.

MICHELIN

A word to prospective automobile buyers:—
Specify MICHELIN TIRES and write us

There is no other tire
"JUST AS GOOD"

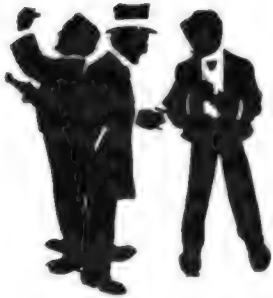
Write for instruction book
We are the sole representatives in the United States for the Michelin Tire

E. D. WINANS,
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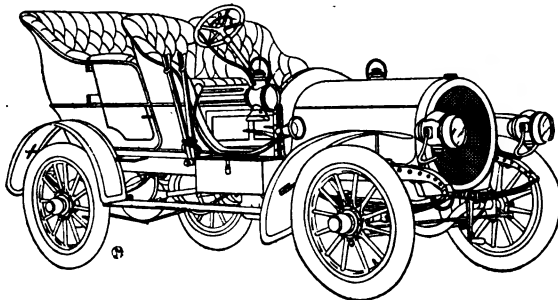
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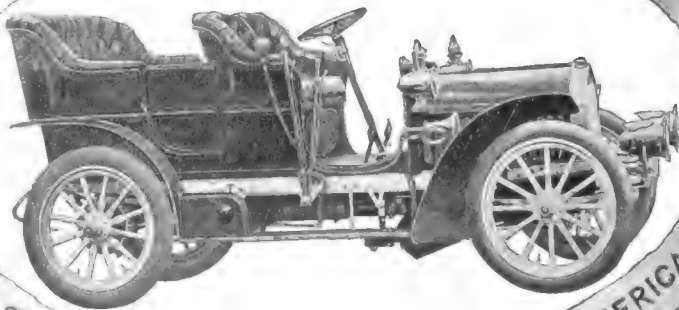
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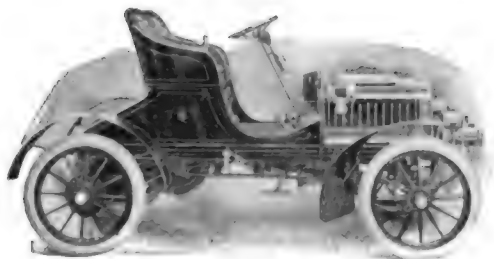
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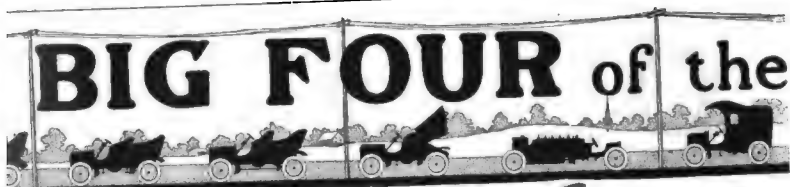
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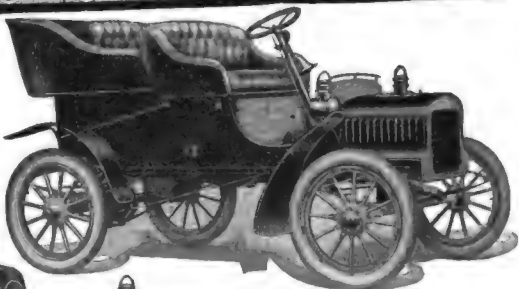


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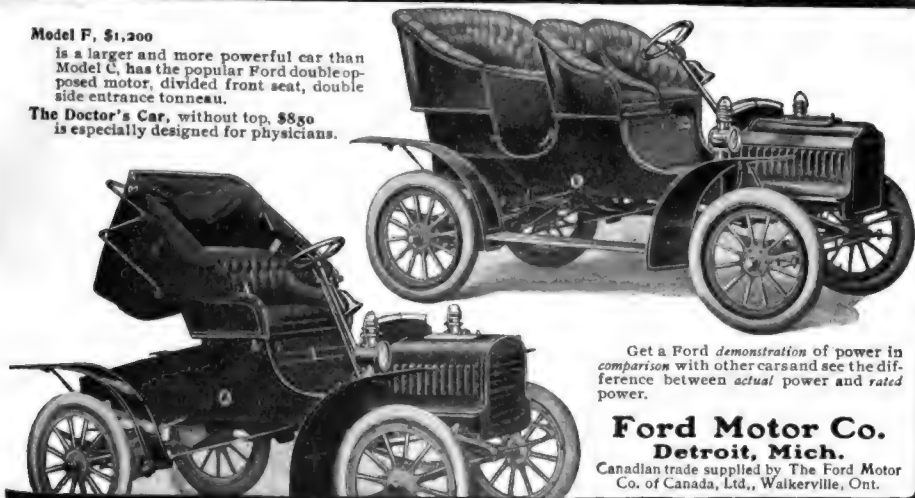
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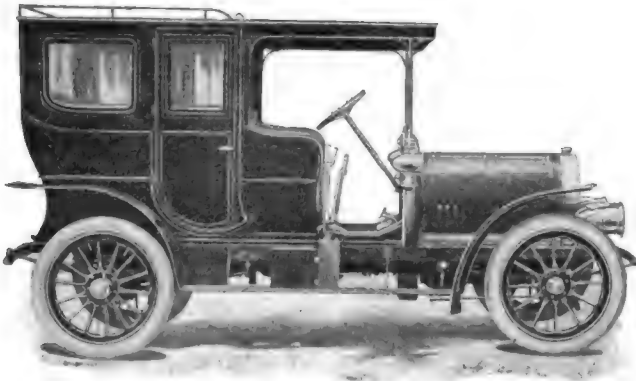
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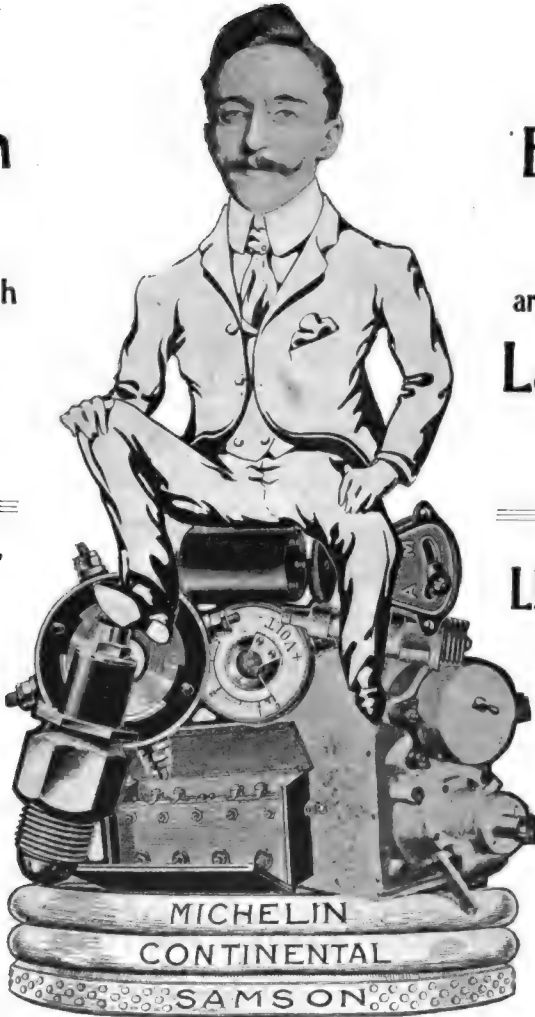
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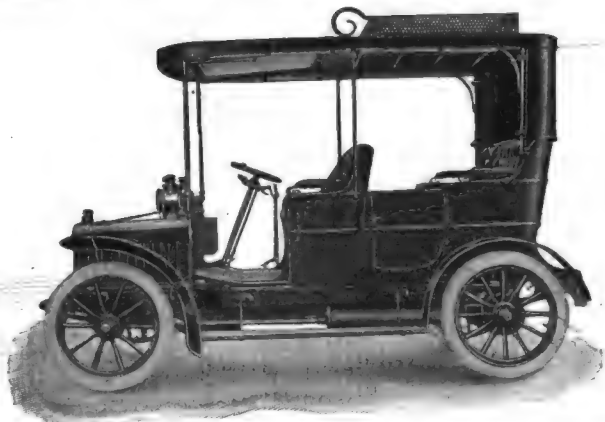
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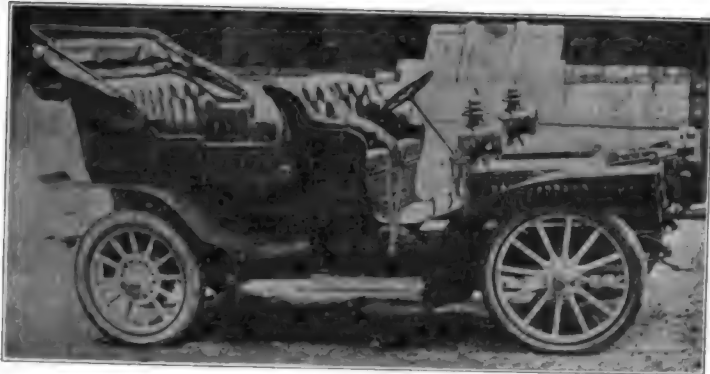
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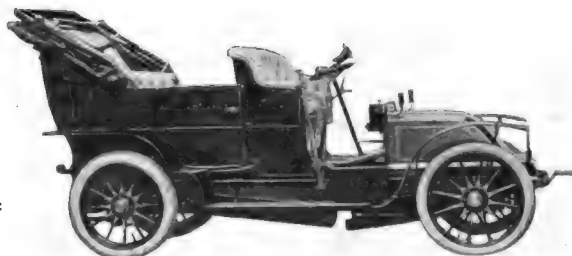
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3	15 H. P.	\$4500	June 15
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2	18 H. P.	\$5400	June 15
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3	24 H. P.	\$6900	June 30
1	35 H. P.	\$9000	August 31
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Automobile Topics

Illustrated

VOL. IX.

APRIL 1, 1905.

NO. 25

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Pussy-willows are out

Automobile Topics

Illustrated.

VOL. IX.

APRIL 1, 1905.

No. 25



CHAIRMAN MORRELL thinks it will be all right for members of the racing board to officiate at race meets, and then, if their decisions are questioned, or protested, for them to absent themselves from the meeting at which the protest is considered. It might be that there would be no inclination on the part of the other members of the board to sustain one of their number, if it could be

done even by stretching a point, but the general public would not believe it. A member's decision should not be reviewed by his associates, any more than by himself. Mr. Morrell says that the racing board is the body best qualified to pass upon racing controversies. That is correct, so far as interpretation of the rules is concerned, but the questions that would go to a board of appeals would be ones not covered by the rules. These always arise. The board of appeals would be similar to a court of equity. It would not have to decide upon technicalities. AUTOMOBILE TOPICS sticks to its point that there should be a higher board of review, similar to those other race-controlling bodies have instituted.

By a peculiar coincidence there appears in AUTOMOBILE TOPICS this week an editorial advocating the holding of a run to test the cost per capita of touring in an automobile, and elsewhere in the paper an announcement that the Long Island

AUTOMOBILE TOPICS

Club is to hold such a run. The editorial was written some time before the news concerning the Long Island affair was known. This idea for a contest was set forth in detail by E. E. Schwarzkopf at the AUTOMOBILE TOPICS déjeuner at the Cafe Beaux Arts on January 15. This is said simply in explanation and not with desire for taking credit. It is quite possible for this idea to have occurred to more than one person, and AUTOMOBILE TOPICS is interested chiefly in seeing such a contest held; by whom it does not matter so long as it is well done.

Two new members have recently been added to the racing board of the A. A. A., and only the mention of their names is necessary to show that the good work of building up the A. A. A. by constantly adding fine material is going nobly forward. S. M. Butler has been added to the regular board and Rollin White to the technical committee of it. In the case of Mr. Butler it is a fitting recognition and reward of past services, if being asked to do more work is a reward. As secretary to the board his services were too valuable to be totally dispensed with, and making him a member was almost a necessity.

AN excellent pointer is given to the racing board on the subject of the amateur and professional distinction by the list of events for the Lakewood carnival that is published in this issue. In the race for the five-mile road championship it is stipulated that the cars must be driven by owners who are "not actively identified with the trade." This is a nice distinction, as it does not bar a man like Vanderbilt, who may be a stockholder, but does bar a manager or sales agent, or a manufacturing principal.

By the way, Chairman Morrell, what constitutes a "championship" race?

SOUTH JERSEYMEN have repeatedly advocated such summary methods of repression of speeding automobilists as shotguns, ropes stretched across the road, etc. Now comes an improvement on these. An attempt was made to blow up an automobile with a box charged with powder and percussion caps and attached to a string stretched across the highway. A passing automobile had broken the cord without exploding the machine. After bombs, what?

BECAUSE of the increased demand for horseless vehicles, a famous old carriage company in Camden, N. J., has been obliged to call in a receiver. Poignancy is added to the sting by the fact that the concern made a specialty of speeding sulkies and buggies, and the desertion of the trotting horse for the automobile by men of sporting proclivities has led it to its present pass. Which points anew the saying that what is one man's meat is another man's poison.

A RUNAWAY automobile smashed into a fire hydrant at Springfield, Mass., and broke it off short. Thereupon a stream of water poured forth, geyser-like, rising to a height of 50 to 60 feet and deluging the street for an hour. Neither the automobile nor its occupants were injured.

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LESE majeste does not go in the land of the free, even when the President's family is in question, and the policeman who arrested Miss Roosevelt's chauffeur for speeding was commended instead of berated. Gallantry might have made the cop pause, but it did not. He "seen his duty and he done it." Wonder if he would have faced Teddy himself so resolutely, had the latter been in the automobile?

THERE are two ways of looking at the feat of that Philadelphia clubman who drove his automobile 1,000 miles in 74 hours without a stop, in that city last week, averaging 25 miles an hour for one stretch of 13 hours. One is, of course, the bare-faced effrontery of the feat, considering that the maximum speed permitted by the city regulations is eight miles an hour. The second is the fact that the run was made successfully, the 1,000 miles being covered, without an involuntary stop, up and down Broad street, in the very center of the city, through traffic, past intersecting streets, with their lines of trolley cars, and in the presence of the police, without detection. No better argument for the abolition of the absurd and antiquated eight-mile speed law could be devised. Here was an automobile driven for four days at speeds ranging from 13 to 25 miles an hour, without an accident of any kind occurring. No lynx-eyed guardian of the peace "tumbled" to the fact of the persistent violation of the speed law. Time to put it on the shelf, surely!

HETTY'S GREEN'S aversion to automobiles and such like refuges of the spend-thrift does not diminish now that her son, Col. E. H. R. Green, has developed such a fondness for it. "I would rather own a donkey than a motor car," she is quoted as saying recently. Well, Col. Green is of age, so there is no question of ownership in his case.

WHITE mice are hereafter to be included in the crew of every British submarine. They possess extraordinary powers of detecting the presence of gasoline fumes or dangerously foul air. They show signs of exhaustion in polluted air, and thus act as a useful barometer on a submarine. Garage keepers should take note and see that their places harbor only white mice.

THE doings of an American girl in England, who motors with a pet pig as her constant companion, has roused even *Punch*. That journal prints a poem exhorting Englishmen to awaken and oust the pig from its proud position. But the American girl in question is not without rivals. One English chauffeuse is rarely seen on her car without her pet penguin, "Aristides," whom she frequently takes with her into shops, the intelligent creature carrying her hand-bag in his bill. Another delights in horned toads as tonneau pets. There's no accounting for tastes.

THE employment of convicts at public road building in the more progressive Southern States has passed beyond the experimental stage. It has gone into practice on an extensive scale. Under good management it is said to be the wisest solution both of the good roads problem and the convict labor problem.

AUTOMOBILE TOPICS

Bennett Cup Race, July 5

A SPECIAL cable received here this week announced the date for the Bennett International Cup race to have been fixed for July 5 of this year. This date falls on a Wednesday.

The date is fixed by the international commission, on which Clarence Gray Dinsmore represents this country.

The race will be held over the Auvergne course, which has been described in AUTOMOBILE TOPICS.

A. C. A. Parade in May

IT has been decided by the Automobile Club of America to repeat its May-day parade of last year—not to repeat it exactly, it is hoped, for that affair was held in a downpour of rain, but to arrange a second turn-out and hope for fair weather.

It is probable that the parade will go over the same course as last year—through Central Park and up Riverside Drive and back, and will be held early in May, as the first one was. These matters and other details will be settled by the committee, the first meeting of which was called for Friday night of this week.

L'Hommedieu Bill is Favorably Reported

THE fanciful L'Hommedieu bill in the New York Legislature is not so fanciful after all; it will bear watching. Quite unexpectedly it was reported favorably last week by the Senate committee on taxation and retrenchment.

The bill, which provides for a tax on automobiles, has been amended somewhat from its original form. As now drawn, the bill provides for a tax of \$2 a horse power on all machines above 10 hp., exempting trucks used for transporting freight. The bill is further amended so that the proceeds under the tax will go into the fund for the improvement of the highways of the State.

Senator L'Hommedieu estimates that this tax will yield the first year a revenue of at least \$200,000, and that with the increase in the number of automobiles each year, and the constant tendency toward greater horse power, that this income will be sufficient to greatly facilitate the work by improving the State's highways.

Licensed Makers Appoint Show Committee

JUST before the news came out about the definite decision of the Automobile Club of America to hold a show, the Association of Licensed Automobile Makers broke its long silence relative to the Madison Square Garden Show by announcing the appointment of a show committee, or at least two-thirds of a committee. President Charles Clifton was authorized to appoint a show committee of three at the last meeting of the board of managers of the A. L. A. M., held Friday of last week, and he named Col. George Pope, of the Pope Manufacturing Company, and Marcus I. Brock, of the Autocar Company, as two of the members, leaving the third place to be filled later.

Novices Outswarm on First Warm Days

SCENES typical of the breaking-up of a hard winter have been taking place in New York this week. As the streams, big and little, when released from their thralldom of ice by the approach of spring, hasten tumultuously to reach the sea, gathering force and momentum as the beneficent sun resolves the congealed particles of water into their constituent parts, so have the streams of present and prospective automobilists united and taken their way to the smiling and beckoning country, under the influence of the June-like weather that has been prevailing all the week. At first distrustful, and scarcely able to convince themselves that the daily promise of smiling skies and semi-tropical weather was not a trick to lure them forth to pneumonia and other like ills, the public gained confidence as the days passed, and poured out in increasing numbers.

Such an outpouring of automobiles of every type, size, power, and previous condition of servitude, has rarely been witnessed. That it was not even greater and more impressive was due only to the fact that the stores and garages, no less than private owners, were caught unawares. They were not prepared for such a lamb-like finish to a March that has been an agreeable finish to a winter of great severity and wetness. Many cars were still out of commission. New ones were comparatively few, and no one had pressed for delivery, or was anxious to take before April. The magnificent Saturday of the preceding week had produced an influx of automobiles on the city and park roads, but it was regarded as a freak week-end, and the procession of cars seen then was but a flash in the pan compared to the steady overflow of this week. The rain of Saturday was over late in the afternoon, and the weather gave augury of a pleasant Sunday. This was more than fulfilled, and notwithstanding the bad condition of most of the country roads there was a steady procession of motor vehicles from all the garages. The rain of Sunday night was followed by a Monday that proved to be the warmest March day on record. It was a day of dazzling sunshine and clear, inspiriting atmosphere, that set tongues to wagging and quidnuncs to saying that summer had slipped in ahead of spring through some mix-up of the manipulator of seasons. Then came Tuesday, Wednesday, Thursday—three as fine spring days as could be either imagined or desired. No one possessed of good red blood, or imbued with the desire to live and move around, could fail to catch the inspiration of this constellation of rare days.

Small wonder, then, that the thoughts of thousands turned to automobiles, or that on Broadway and Fifth, Seventh and Eighth avenues, in Manhattan, motor vehicles jostled each other and opposing vehicles, and swarmed through Central Park on their way to the roads leading north, east, west and south, in an endless procession that bore a striking resemblance to the brief rush that takes place on days in the season when races are being held on some one of the metropolitan tracks. But there was nothing ephemeral about this procession. At times a steady stream, again broken and straggling, it continued intermittently day after day, becoming heavier as the afternoon advanced, until it seemed that of the wheeled vehicles on the streets and roads it was automobiles first and the rest nowhere.

To the man who hates automobiles, and awaits the day when their number

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shall decrease, there was small consolation in the sight. It was, in the main, so obviously a procession of recruits. Almost as well might they have been labeled: "We are taking our first ride." They wore a conscious air of enjoyment that was not detracted from a particle because they themselves were conscious of its obviousness. All the winter through they had been thinking and talking of automobiles, visiting shows to inspect them, and talk wisely about spark plugs and cylinder dimensions. Now the talking period was passed, and they were in the full tide of enjoyment of the demonstrating stage. Of this class, few had had any actual experience. Their position was typified by one man who went into an uptown store and frankly asked the salesman's opinion of two second-hand cars, both of them rival makes. The salesman stated his preference for one on account of its greater age and reputation, but advised a consultation with a motoring friend before buying. "But I don't know a soul who has an automobile," was the almost pathetic answer.

There were out many who were not novices, but they were seemingly in the minority. As the week wore on, the throng began to be interspersed with a fair proportion of new cars. They were not all big, expensive cars, however, in spite of the fact that the buying heretofore had been confined almost entirely to them. The warm, bright days brought into the market the small car purchaser—the man whose purse is fairly short, and who expects to drive and look after his car himself. New York is the great market for the former class of car. It has become almost an axiom in automobile circles here that cars under \$1,000, or even \$1,200, do not appeal to metropolitan buyers; but this belief has received a shock, and while big cars will continue to be the favorites, the little ones will still be in the running.

The week has been a strenuous one in the salesrooms and garages. The forces have been hardworked, some of them overworked. There have been customers to talk to from morning until night, demonstrations to arrange for, orders to book, deliveries to promise, cars to be got ready, and the thousand and one wants of impatient customers to attend to. There has been a big demand for demonstrations—more than most of the stores could handle. Most of it has been of the straightforward and business-like kind, with very little attempted grafting. Customers who were given a satisfactory demonstration, especially one of any considerable length, were expected to come to a decision, and even to place an order, on sight. Some dealers **did not hesitate to so state in cases that seemed suspicious.** But there was little room for fault finding in this respect.

Heavy drafts were made on the stocks—most of them of limited proportions—of the local stores, drafts that cannot be repeated without a breathing spell to permit of replenishment. As a rule, early delivery dates could be promised, but before the week was far advanced the stocks on hand were pretty well cleaned out. The eagerness to snatch up cars was repeatedly shown. One concern had its last stock car snapped up right off the salesroom floor; another disposed of a demonstration car that had been in use since the first of the year for the full list price, and then had to borrow a car from a customer in order to give demonstrations already booked. Even with the stores that were best off with stock cars, the margin of those remaining is very narrow, and only prompt factory shipments



DE DIETRICH CAR

Holding World Records for Speed and Class of Customers

A FEW OF OUR EUROPEAN CUSTOMERS

His Majesty King Edward of England	Marquis de Boisgoulbert	Comte de Franqueville
His Majesty King Alphonso of Spain	Marquis de Gontaut	Comte Wallet
His Majesty Shah of Persia	Madame de Marquise de Brantes	Comtesse Pourtales
H. H. Prince of Monaco	Comte de Rochefort	Comtesse d'Idville
H. H. Prince Galitzin	Comte de Flaux	Vicomte de Suzanet
H. R. H. Prince Hatzfeldt	Comte Metternich	Vicomte de Maupeou
H. H. Prince de Parme	Comte de Bonvoullor	Vicomte de Folleville
H. H. Prince Mohamed Ibrahim	Comte de Khevenhuller	Vicomte Palluat de Besset
H. H. Grand Duc Salvador	Ambassador d'Autriche	Vicomtesse de Fiers
H. H. Le Duc Boris de Russia	Comte de la Rochefoucault	Baron Henry de Rothschild
H. H. Le Duc de Zaragoza	Comte Zapari	Baron de Rivigan
Marquis de Moustier	Comte d'Aigneau	Baron Pallu de la Barrière
Marquis de San Domingo	Comte de Broissia	Baron de Taube
Marquis de Chabrillan	Comte de Bruno	Baron de Mandat de Grancey
Marquis de Talhuet-Roy	Comte de Bonfils	Baron de Schickler
Marquis de Valdefuntes	Comte de Maleissy	Baron de Viviers
Marquis de La Begassière	Comte de Reinauch-Cessac	Baron Hattinger
	Comte de Boursier de Villers	Baron Goury du Roslan
	Comte Lahens	Baron de Veulire
	Comte de Lamotte	

A FEW OWNERS OF DE DIETRICH CARS IN AMERICA

W. K. Vanderbilt, Jr., N. Y.	J. L. Reiss, N. Y.	Henry I. Ottmann, N. Y. (three cars)
Jesse Lewisohn, N. Y.	F. P. Lewis, N. Y.	H. M. Harriman, N. Y. (two cars)
W. P. Hamilton, N. Y.	Leo Mayer, N. Y.	R. H. McCormick, Chicago, Ill.
Herman Ellis, N. Y.	W. H. B. Dowse, Boston	Norman H. White, Brookline, Mass.
E. C. Ellis, N. Y. (two cars)	Prince Engalitcheff, Chicago	Geo. H. Burt, Boston (two cars)
R. R. Sheldon, Boston	Morris Vehon, Chicago, Ill.	John J. Ryan, N. Y. (two cars)
William Wallace, Boston	John Considine, N. Y.	E. F. Sherman, Brookline, Mass.
J. J. McAleenan, N. Y.	W. P. Riggs, N. Y.	G. R. Hathaway, Marblehead, Mass.
J. F. Flanagan, Boston (three cars)	C. C. Bragg, Cincinnati	M. S. P. Pollard, Boston
W. H. Wade, Cleveland, Ohio	J. B. Dickson, N. Y.	P. Koehlin, San Francisco, Cal.
E. J. Moneuse, N. Y.	J. R. Whipple, Boston	
J. E. Schermerhorn, N. Y.	G. E. Babcock, San Diego, Cal.	
F. L. Robbins, Pittsburg, Pa.	E. J. Conill, Havana, Cuba	
O. F. Thomas, N. Y. (two cars)	J. B. Martin, N. Y.	
	M. B. Mendham, N. Y.	

DE DIETRICH AMERICAN BRANCH

1½ WEST 34TH STREET, NEW YORK

Mention "Automobile Topics" when writing.

New York to Lakewood, N. J.

BEGINNING with the first appearance of settled weather and of frost-free roads, Lakewood, N. J., will be a Mecca for all classes of touring automobilists. Situated only 72 miles from New York, this pastoral nook, tucked snugly away in the Jersey pines, is famous for its tonic and remedial influences, and is both a winter and a spring health resort of approved virtue. With its social distinction, its splendid residences and hotels, and its fine driving roads, Lakewood has been steadily growing in popularity for years. The automobile life of the resort has always been a prominent feature, and this season the week of automobile racing and sports planned to take place the week of April 24 will bring it still more to the fore.

In going to Lakewood there is a choice of two routes—one through Jersey City, Newark, Elizabeth, New Brunswick and Freehold; the other through Staten Island to Perth Amboy, Metuchen and New Brunswick. Both of them make poor going in the early stages, and the former is usually given the preference because it is shorter, and the ferry trips to and from Staten Island are avoided, and it is this route that is here given. Once Newark is reached, however, the roads become better, being well-kept macadam to New Brunswick. Thence they are mainly natural roads, in the construction of which gravel and clay vary in forming the principal materials. In good weather, however, they range from fair to good, with the latter predominating. The grades are seldom either long or steep, and are easily negotiated.

From New York City take West 23d St., Desbrosses or Cortlandt St. Ferry to

JERSEY CITY.

Straight ahead one block to sign "To the Boulevard;" turn left one block: turn right into York St. (sign), which follow to Henderson (sign): turn right into Henderson and continue to Mercer St. (sign): turn left into Mercer St. and straight ahead to Glenwood Ave., to the Hudson County Boulevard; turn right into Boulevard, which follow to first street with trolley tracks (Harrison Turnpike): turn left into Turnpike (rough) and ride to Broad St.,

NEWARK (8 miles).

Turn left on Broad St. and go to Clinton Ave.; turn right on Clinton Ave. and follow asphalt to Astor St.: turn left on Astor St. for two blocks, then diagonally left on Frelinghuysen Ave. (Newark Ave.) and follow Penn. R. R. direct into Broad St.

ELIZABETH (13.5 miles).

Do not cross railroad, but turn right into Westfield Ave., to Cherry St., thence Cherry St. into Rahway Ave. (St. George's Ave.), to outskirts of

RAHWAY (18.5 miles).

Continue to and past Colonia Station to

ISELIN (21.5 miles).

Cross to south side of R. R. and follow R. R. tracks to

MENLO PARK.

Cross tracks to north side and follow straight to

METUCHEN (25 miles).

Straight ahead to bridge and over Raritan River into Albany St.,

NEW BRUNSWICK (30 miles).

First turn on left (Burnett St.) up steep hill straight to

OLD BRIDGE (38 miles).

Take left fork beyond bridge to MOUNT PLEASANT R. R. Station (45.7 miles).

Turn right to

FREEHOLD (55.5 miles).

Turn right at South St. to

TURKEY (58 miles).

Straight to

FARMINGDALE (64 miles).

Follow Main St. to

LOWER SQUANKUM (67 miles).

Cross bridge at

SQUANKUM.

Take middle fork to

LAKEWOOD (72.5 miles).

AUTOMOBILE TOPICS TOURING SUPPLEMENT

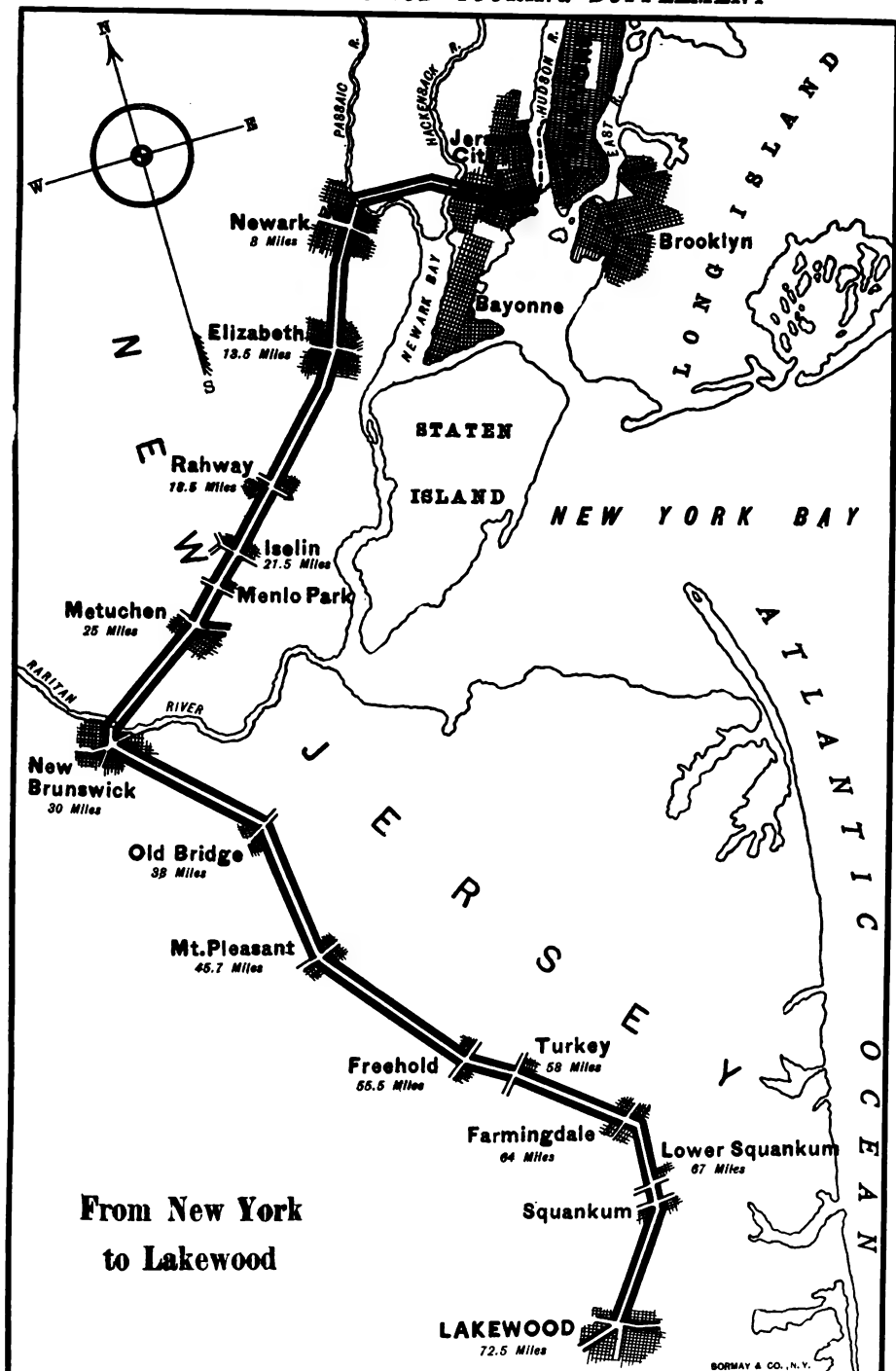
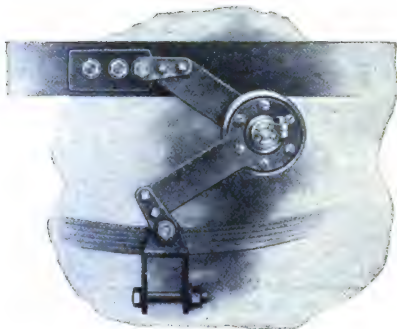


Table d'Hôte, \$1.50
Specialties a la Carte

CAFÉ DES BEAUX-ARTS
80 West 40th St., New York
BRYANT PARK SOUTH

Suppers delightfully served
Three Orchestras

TRUFFAULT-HARTFORD SUSPENSION



The Truffault-Hartford Shock Absorber

Among others, the following prominent manufacturers and importers are equipping their entire 1905 output:

Geo. N. Pierce Co. (Awarded the Grand Prize at St. Louis).

F. I. A. T. (Highest long distance speed ever attained by any vehicle).

Richard-Brasler (Winner Gordon Bennett Cup 1904).
Peugeot (Decorated at Paris Salon by President Loubet).
For sale by all dealers.

Increases the speed.

Prevents lost traction.

Doubles the life of the tires.

Absolutely prevents breaking of springs.

Makes cobble-stones and rough roads seem like asphalt.

Enables cars to run over roads at highest speed, which could not be negotiated at all without it.

Endorsed by all prominent engineers the world over.

Won all prominent races during 1904, including Gordon Bennett Cup.

Won World's Record for 100 miles and 50 miles at Ormond, Fla., 1905.

Nobody who owns a car of any type can afford to be without it.

Write us and we will prove all these statements.

Money cheerfully refunded if it does not do all we claim.

What more can you ask for one device?

**Price per complete set of four
suspensions, \$60.00**

Applied at our factory, No. 390 Hudson St., N. Y. City, for \$10 additional

HARTFORD SUSPENSION CO.

67 Vestry Street

Edward V. Hartford, President.

NEW YORK

Mention "Automobile Topics" when writing.

AUTOMOBILE TOPICS

will prevent its being swept away entirely. Fortunately, most of the factories are in a position to make early deliveries.

It speaks well for the improvement that has taken place in construction that in spite of the sudden and unexpected rush, in which cars were put out in a hurry, little or no trouble was experienced. There was an almost entire absence of breakdowns, both from major and minor causes, and stalled or towed automobiles were seldom seen. Even along the roads leading into the country this freedom from trouble was noticeable. Another noteworthy feature was the almost entire disappearance of closed or semi-closed vehicles. Where a week or two before a large number, perhaps a majority, of the cars were of this type, the open car became supreme almost in a day. For a week in March the sight was a remarkable one.

Despite the prevalence of mud early in the week, and particularly on Sunday, there was a very general use made of them. The Long Island Automobile Club, 25 strong, went to Bayshore on Sunday, and there were nearly two score more autoists there during the day. Runs of 40, 50 and 60 miles, and even a few centuries, were made on Long Island, north and east of New York City, and in New Jersey.

Altogether it was a most auspicious opening of a season that gives promise of setting a high water mark in everything that pertains to the pastime and sport.

A One Thousand-Mile Run on City Streets

ONE thousand miles in 74 hours, an average of just over $13\frac{1}{2}$ miles an hour, is the record made by a Philadelphia motorist up and down Broad street, in the heart of the city, last week. The legal rate is eight miles an hour. The feat was the result of a wager between two Philadelphia clubmen. The winner, C. W. Kelsey, has been suspended for 30 days by the Automobile Club of Philadelphia, of which he is a member, for speeding.

Such, in brief, is the story of the ride of Cadwalader W. Kelsey, an up-to-date Quaker, in that city last week. Kelsey, with Morris Wetherill, of Strafford, Pa., was at dinner at the Bellevue-Stratford when the merits of Kelsey's runabout machine became the subject of discussion. The latter, an enthusiastic motorist, declared that he could run his automobile runabout 1,000 miles without a stop.

"Five hundred dollars that you can't!" responded Wetherill, and on the spot the wager was made. The money was placed in the hands of J. A. Davidson, who resides at the Hotel Flanders.

It was decided that Broad street be selected as the place to make the test, and it was started at once. Kelsey jumped into his car, and in the presence of an interested group started on the journey. The conditions permitted alternate chauffeurs every four hours, and after Kelsey had measured off fifty-four miles his regular chauffeur took his place.

The contest was confined to Broad street, from one asphalted extreme to the other. Kelsey came through with flying colors, without mishaps, and finished his task without an involuntary stop. He reports that one day he averaged 25 miles an hour for 13 consecutive hours.

Automobiles Succeed Horses at Morris Park

CROWDING out the horse in his own field, and in his highest and most chosen places, is what the automobile seems to be doing.

Now the hoof prints of the thoroughbreds on the several courses at the famous old Morris Park race track, in New York, are to be obliterated, and the track rolled smooth by the pneumatic tires of racing motor cars.

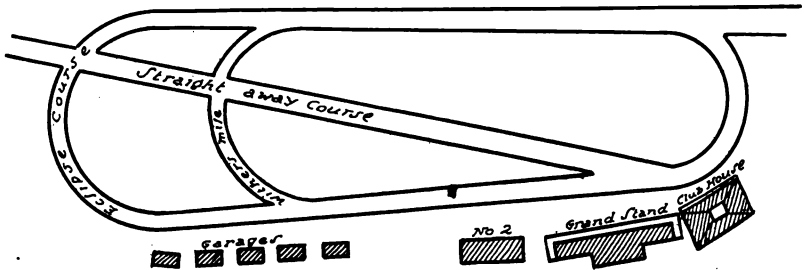
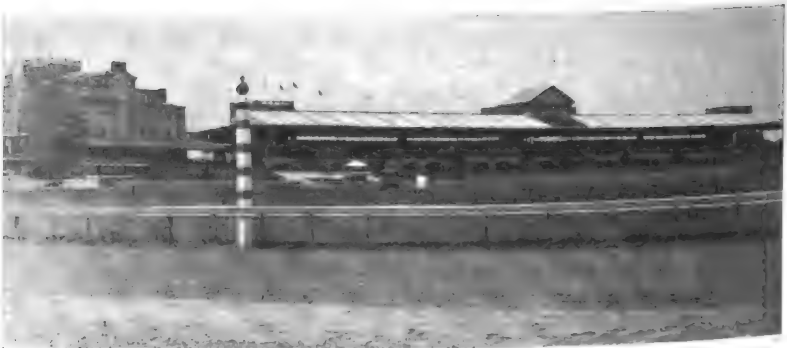


DIAGRAM OF MORRIS PARK COURSES

This very interesting piece of news was made public this week, and already it seems to be giving quite a boom to the sport.

It was arranged between the Jockey Club members that in view of the opening of the new Belmont race course that there should be no horse racing at Morris Park this year, and thus the chance came for the automobile, and the old stamping ground of the thoroughbreds is to become a proving ground for the motor cars this summer.

The wide turns and stretches, and the fact that the mile can be made there with only one turn, which insures new track records for automobiles, makes Mor-



GRAND STAND AT MORRIS PARK

ris Park particularly suitable for motor car speeding, and the proposition offered by it was too fine a one to be long neglected. So the Morris Park Motor Club has

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been formed, and arrangements made to open the place with an automobile race meet on May 20.

Dave Hennen Morris, one of the owners of Morris Park, and president of the Automobile Club of America, is at the head of the new enterprise as president of the club. J. Horace Harding, the Wall Street broker, and J. S. Bunting, both members of the Automobile Club of America, will be vice-president and treasurer, respectively, with Alfred Reeves secretary.

In order to provide for motor car events, Mr. Morris, who foresaw the coming interest in races between them, had a clause inserted in the lease of the park to the Westchester Racing Association permitting the tracks to be used for automobile racing. Motorists familiar with the park agree that it will be an ideal place for the sport, as its various chutes and straightaways, including the famous Eclipse course, will permit of races at half a mile and a kilometer, and longer races at all distances.

From the accompanying diagram and pictures of the Morris Park race course only a faint idea of its magnificence and its superb facilities can be gleaned. The chute that runs diagonally across the track, and turns into it, is what makes it possible to have a mile race with only one turn. The track will be almost reconstructed for the automobiles, with ample banking at the turns.



VIEW OF MORRIS PARK TRACK, SHOWING CHUTE

Concerning this new move, President Morris says: "Interest in automobile racing is growing keener every day, and the sport is comparatively new. Its continuance will bring us safer and better machines, for nothing proves the weak points in construction so quickly as driving cars at high speed. For that reason racing will teach many things to the builder, and eventually bring safer cars for the general public. Most of the successful builders of Europe and America have been involved in racing, and it has now almost reached the point where every maker is required to turn out a fast racing car before his product reaches the high plane of success"

Standard Oil Behind Gasolene Regulations?

PROPORTIONS of grave importance are beginning to be assumed by the question of regulating the handling and storage of gasolene in New York city. Amendments to the municipal regulations are now proposed, which, if adopted, will force all of the small dealers and garage keepers out of the supply business and the prospect is for still more stringent regulations in the future, which will make it a matter of great inconvenience, if not exceedingly difficult, for automobile owners to get fuel for their cars and so give a severe blow to the sale of gasolene vehicles in the metropolis.

And according to a very general understanding in the trade, all this is because the Standard Oil Company is seeking to crush its rival, the Valvoline Company. This, it is said, is the inspiration of the proposed new regulations, the Standard Oil influence being only partially concealed behind the Board of Fire Underwriters.

And again, according to well-informed ones in the trade, this doleful situation is being aggravated by some of the same pernicious meddling and exceeding officiousness that characterized the approval of the obnoxious Bailey law in New York State—when one man assumed to speak authoritatively for thousands.

Last year the laws concerning the handling and storage of gasolene were completely revised, after several lengthy hearings before the explosives commission. At these hearings all the various interests were represented and a set of regulations were drawn up which seemed eminently satisfactory and the signing of which was one of the last official acts of Mayor Low. In preparing these regulations nearly all the ground covered by the amendments now proposed was gone over and satisfactory compromises reached and there seemed to be no reason whatever for disturbing matters, excepting that during the year one serious fire has occurred. This, by the way, is the only serious fire in an automobile garage that ever has occurred in this city. In formulating the present regulations a provision was carefully considered and embodied permitting dealers to keep gasolene in sealed cans and the requirement that a vent pipe should run from the tank to above the neighboring buildings was stricken out. This was done in order not to drive the small dealer out of business, but in the new regulations these same troublesome details are again in evidence along with many others.

One of the proposed new regulations requires that dealers must keep their gasolene stored in underground tanks and that from these tanks a vent pipe six inches wide must extend upward and out into the air four feet above the adjoining building. Frank Eveland's place on Forty-second street is next door to a church, and his pipe running four feet above the steeple would be a fine beauty mark for the city opposite the new library. Concerning this provision Professor Luckey, of Columbia University, seems to think "it is to laugh." As gasolene vapor is heavier than the atmosphere, some sort of a pump will be needed, he thinks, to force the vapor through these tall vent pipes. Such a provision would practically prevent a tank in any building of more than one story and surrounded by buildings of similar height. The new regulations would prevent also the delivery of gasolene to anyone except by daylight. There must be no lights of

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any sort about where the gasoline supply is kept and handled according to the new regulations.

At a meeting of the New York Automobile Trade Association held a fortnight ago a committee comprising Secretary W. P. Kennedy, H. Ball and C. Andrade was appointed to confer with a committee from the Automobile Club of America. This was where trouble began, for the A. C. A. committee seemed to resolve itself into the person of A. R. Shattuck, who proceeded, characteristically, to be the whole show. But first of the Standard Oil complication.

According to the committee, it is now pretty generally understood that the whole matter of revised regulations, where no revision is necessary, has been precipitated by the fight between the Standard Oil Company and the Valvoline Company. The Valvoline Company now has the bulk of the trade because it is more accommodating and the regulations are likely to drive it to the wall. Under the present regulations only 275 gallons of gasoline are permitted to be kept in any one building at a time. This restriction is a hardship for the big garage keepers. On a busy Sunday they have to have their tanks filled three times. This can be done owing to the accommodating policy of the Valvoline Company, but the Standard Oil wagons will not deliver any gasoline on Sunday. Presumably a gangrene of piety impels to the ruin of those who do deliver goods on Sunday. If this situation is correctly put by the opinion of the dealers it would be bad enough, as it threatens the prosperity of the retail automobile trade in New York city, but to the troubles of the dealers has been added Mr. Shattuck. To say that all the dealers in the Trade Association are enraged at Mr. Shattuck is putting it quite mildly. This is the reason:

Mr. Shattuck invited Secretary Kennedy to confer with him and Mr. Kennedy did so, in the absence of the other members of the committee. As a result of this conference there was sent to the explosives committee a report on the proposed regulations, purporting to set forth what the Trade Association and the Automobile Club had agreed upon as desirable. That was last week, but the fact was not discovered until this week and when it was discovered there was a pretty row.

At a meeting of the New York Automobile Trade Association held Wednesday night of last week, a new committee was appointed and authorized to employ counsel, and an expert to draft a suitable set of regulations to be submitted in substitution for those proposed by the City's explosives commission. This new committee consists of:

Percy Owen, chairman; Frank Eveland, Sidney B. Bowman, Peter Fogarty, R. H. Weaver, J. Eames and J. H. Robinson.

This committee met on Monday and engaged Charles T. Terry as counsel and Professor Luckey as expert. At this meeting it was learned what had been done by Messrs. Shattuck and Kennedy. And there was a howl of protest. Mr. Kennedy was instructed to request the return of the suggestions.

According to various members of the committee, Mr. Shattuck dominated Mr. Kennedy to suit his purposes. The Automobile Club wants to be able to store 1,800 gallons, or about thirty barrels of gasoline, in its new garage and in order to get this and other things, Mr. Shattuck proposed to yield to certain other restrictions proposed, the same as he did in the case of the Bailey bill, say the tradesmen, and going it alone as the all-sufficient personage. Also they say that.

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as Mr. Shattuck keeps his car in a stable, with his coachman and family residing overhead, he amended the provision that no gasoline may be kept where people dwell, so that it excepts a stable with one family in it. This, and, Oh, many other things that are not a bit nice, the retail dealers have been saying about Mr. Shattuck all the week.

At any rate the committee decided that the report sent in by Messrs. Shattuck and Kennedy did not at all represent the wants of the dealers, although it purported to do so. It was voted also that the dealers would take the stand that no revision of the gasoline regulations is necessary, but would oppose all proposed changes.

New Law for Garage Swindlers

IT is highly probable that dishonest persons in New York State, who are disposed to skip the board bills for their motor cars at garages, or to neglect paying dealers for their repairs, will not much longer enjoy the same freedom from the attachment of their cars under the law which they now have, owing to automobiles not being included in the lien law. The bill amending the lien law so that garage keepers and dealers may have a lien on motor cars for repairs, or storage, is now out of committee in both houses of the state Legislature and in a fair way to soon become a law.

The amendment desired by the New York Automobile Trade Association was taken in charge by C. Andrade, as a committee and was introduced in the Senate by Jacob Marks and in the Assembly by Mervin C. Stanley, both of New York. Both of these legislators have worked assiduously to advance the bill and its present advanced position was learned by C. Andrade during a visit to Albany made by him on Tuesday.

A number of changes have been made in the bill since it was first introduced. The text of it, in its present form, as it is likely to be passed, is as follows:

An act to amend Article six of the Lien Law, relative to the lien of keepers of automobile garages.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. Article six of the Lien Law is hereby amended by adding at the end thereto a new section to be known as section seventy-five, and to read as follows:

Section 75. Lien of keepers of automobile garages.

A keeper of an automobile garage who makes, stores, alters, repairs, furnishes gasoline, fuel, oil, supplies, or parts for, charges with electricity, or in any way enhances the value of an automobile, at the request or with the knowledge of the owner, whether such owner be a mortgagor remaining in possession or otherwise, has a lien upon such automobile and all the parts, accessories and fittings thereof, and may detain the same until such charges are paid. The said lien is not lost during the time or times that the keeper of the garage voluntarily relinquishes possession of said automobile, its parts, accessories and fittings.

Section 2. This act shall take effect immediately.

Chairman Morrell on Racing Affairs

CHAIRMAN MORRELL, of the A. A. A. racing board, agrees in part, but not wholly, with the proposition made by AUTOMOBILE TOPICS, that if members of the racing board officiate at race meets there should be a board of appeals, apart from the racing board, to which protests and appeals could be made. Mr. Morrell thinks the difficulty can be overcome by having the members of the racing board absent themselves from any meeting at which their acts are to be reviewed.

Concerning the idea, as set forth in AUTOMOBILE TOPICS, Chairman Morrell said in an interview:

"That point was well taken. I have decided myself that I shall not officiate at any race meets whatever. The other members of the board may do so if they choose, but I shall propose the adoption of a clause in the rules whereby whenever the decision of an official, or set of officials, is protested or appealed from, and any members of the racing board are among such officials, those members will be required to absent themselves from the board meeting when the case is heard. This, I think, will answer all requirements of the case. You see, we have fourteen members of the racing board, and would have plenty to sit upon a case without the presence of those involved. The A. A. A. is the national body, composed of practically all the clubs in the country, and its racing board is selected by these clubs with the idea of getting together a group of men who know more about automobile racing than any others. It is the body that knows most about the subject, and I do not think it would be well to have any outside body capable of reversing its decisions."

With regard to the lodging of a protest against the decision of a race meet official, Mr. Morrell said he thought that such a protest should be made in writing and a hearing asked for, and that it might be a good idea to require the protestant to pay a fee, in order to put a check on trivial and frivolous protests.

A number of other interesting matters were discussed with Chairman Morrell in the same interview. He said that a new method of conduct for the racing board has been adopted already. "I found that the custom was for the chairman to decide matters, and later lay them before the board for their approval," he remarked. "Now, I have a considerable corporation business in my practice, and my sense of justice did not approve of this. At the last meeting of the board we adopted a resolution to the effect that at any meeting for which a call has been sent out, a majority of those present shall constitute a quorum, and their acts shall be binding upon all. In this way the chairman will not be the whole thing, and all the members will share the responsibility."

"It is my idea," continued Chairman Morrell, "that some member of the racing board should be present at every race meet held this year. Our board members are from all parts of the country, and this can be easily done. Furthermore, I think that after each race meet the club, or others promoting it, should make out a full, explicit statement of every race, who won it and the times, and this should be signed by the judges, timers and referee and forwarded to the racing board. Another feature, which I think will be introduced, will be that of having a clerk or scorer to write down the time as it is taken by each timer for each race. He will be an official scorer."

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When asked about the drawing of the line between amateurs and professionals, Chairman Morrell replied that it was a leading question on a subject concerning which he was not ready to express himself. He said that the question is in the hands of a committee, and that they had a meeting Friday night. "One thing I can say, however," remarked Mr. Morrell, "is that there will be no rule preventing amateurs from racing against professionals—no rule making a man a professional because he competes with a professional."

When the question of weights and handicapping was brought up Mr. Morrell said that he thought possibly the weight limit might be a little low, but that they must remain as they are for the sake of comparison of times made here with those made abroad. On the handicapping question Mr. Morrell indicated that he holds some positive ideas, but that the question is not one to be settled hurriedly. The price basis of classification he considers to be very unsatisfactory, and that by weights not much better.

More Patent Suits in Prospect

AT a meeting of the board of managers of the Association of Licensed Automobile Manufacturers, held Friday of last week, a step was taken toward unlimbering and bringing into action the smaller guns of the members of the organization, those loaded with the patents on details of construction.

A few suits have been brought for the infringement of these patents on details, notably the Columbia steering device, but no definite campaign has been prosecuted. At the managers' meeting, presumably because of infringements reported, a committee was appointed to formulate a plan for effectively handling litigation in protection of the members' rights under such patents. The committee of the association appointed by President Clifton consists of Giles H. Stilwell, of the H. H. Franklin Manufacturing Company; E. H. Cutler, of the Knox Automobile Company, and Marcus I. Brock, of the Autocar Company.

New White Plant to be Erected

EACH year extensive additions have been made to the plant of the White Sewing Machine Company in the expectation that they would enable the production of White steam cars to keep pace with the demand. But each season has shown that this was a fallacy. Already the White Company is looking ahead to 1906, and is preparing to build an entirely new factory. It has just purchased a plot of seventeen acres situated near the city limits of Cleveland, extending from St. Clair street to the railroad, and being but a short distance from the Rockefeller Boulevard, it is thus near the Glenville track. Work on the new building will commence in the summer or early fall.

PRESIDENT LEWIS R. SPEARE, of the Bay State Automobile Association, has invited a party of eleven friends to join him in a week's trout fishing at his camp at Lake Winnipiscogee, N. H. This will make a party of twelve in all, and they will go to the camp in automobiles. This novel fishing expedition will set out from Boston on May 10.

Motor Car vs. Railroad Coach

FIRST in the field with a contest to demonstrate the practicability of motor car travel, as compared in cost with railroad transportation, comes the Long Island Automobile Club, which has on its schedule for the early summer a contest similar to the one which is advocated by *AUTOMOBILE TOPICS* in its editorial department this week. The Long Island Club calls its affair an economy contest.

It may not be generally known, but the Long Island Automobile Club was the pioneer in holding a "reliability" contest, and it has always been prominent as a touring organization, so that the proposed contest is quite in line with its general activity.

The contest it proposes is scheduled for June 10 and 11, from Brooklyn to Southampton and back, a distance of 180 miles. The prize will be awarded to the contestant who carries his quota of passengers over the trip at the least expenditure per capita for fuel, lubricant and repairs. The basis of expense allowance for each car will be the fare on the Long Island Railroad to Southampton and return, which is as follows: One passenger, \$4.53; two passengers, \$9.06; three passengers, \$13.59; four passengers, \$18.12, etc.

The conditions for the run, as set forth by the touring committee, are as follows: Tour to be regularly called run, leaving Brooklyn Saturday, June 10, and returning Sunday, June 11, 1905.

Entries, accompanied by a fee of \$1, to be in the hands of the committee by or before midnight, June 8, 1905.

Members to drive and observe, no official observers to be assigned.

Competition restricted to members of record of June 1, 1905.

Award will be made on the two days' record.

To all survivors of this tour an award will be made.

Start to be made rain or shine, unless the scheduled date shall have been preceded by at least two days of continuous rain.

The route will be from Brooklyn to Jamaica; thence via Merrick Road to South County Road, or via Jericho Turnpike to Jericho, to Massapequa; thence east via Merrick and South County Roads.

Legal speed limits to be observed. Owners to drive.

Full quota of passengers to be carried. No allowance for those who may be carried in excess of the regular capacity of the car.

Owners to observe and record. The unsupported word of the owner to be the basis of award.

Records to be made on cards (waterproof) supplied by the committee; apply to the secretary.

Reports and records to be turned in on Sunday evening, June 11, 1905, at the club house on completion of the tour.

The run will start from the club house at 8 a.m. on June 10, and will start to return from Southampton at 9 a.m. on June 11.

This is the list of charges on which the expenses of the trip will be figured:

Hotel and general expenses not to be included.

Gasolene, 25 cents per gallon.

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Lubricating oil, 60 cents per gallon.

Time, engine or general repairs, 60 cents per hour.

Time, tire repairs, 50 cents per hour. (Same basis of charge for owner or passengers who assist, or repairmen en route.)

Punctures, inner tubes, 75 cents each.

Punctures, shoes, no charge.

Blow outs, inner tubes, 75 cents each.

Blow outs, shoes, no charge.

Time to replace inner tubes or inflate, 50 cents per hour.

New parts, plugs, etc., catalogue price to replace.

Chain repairs, to be made en route, 50 cents per hour, and catalogue price for new links, etc.

Further particulars can be had from the secretary, Mr. Charles Jerome Edwards. 204 Montague street, Brooklyn, N. Y.

Rival Show by Automobile Club

THAT the Automobile Club of America will hold a show next winter, contemporaneously with the one held in Madison Square Garden under the auspices of the Association of Licensed Automobile Manufacturers, is now a settled thing.

On Friday night of last week a big general conference on the subject was held in order to find out what support the club would have if it arranged a show. By invitation, there were present representatives of the National Association of Automobile Manufacturers, of the American Motor Car Manufacturers' Association, of the Motor and Accessory Manufacturers, and of the Automobile Importers' Association.

The club had no plans, no building and nothing definite to offer, so no pledges could be exacted and no action was taken. The assurance received, however, was sufficient.

On Wednesday the show committee of the Automobile Club of America held an executive session, and it was finally decided to hold a show.

It is probable that the Grand Central Palace will be the place for the show, providing it can be secured, and no better place can be had.

It is understood, also, that the project of an outdoor show or carnival, with gymkhana contests and other sports, is being considered by the club.

Competition for Silencers

THE bad fire which took place in the London automobile district a few weeks ago has directed renewed attention to the safeguarding of the large stocks of gasoline carried in and about garages. It has been suggested that there should be a direct outlet into the main sewer through which the gasoline might be run. It is held that the question is not whether this is a safe proceeding, but whether it is less dangerous than allowing flaming gasoline to run everywhere, possibly into the street, setting fire to everything in its course. One plan is a regulation compelling the storage of gasoline in tanks with water jackets surrounded by flanges sufficiently high to prevent overflow or sudden spurts of liquid being thrown out.

Vanderbilt Cup Race Conditions

UNDER the date of April 1, the announcement of the conditions to govern the 1905 race for "The William K. Vanderbilt, Jr., Cup," was made public this week.

The commission on the cup race for 1905 will be: The donor of the cup, William K. Vanderbilt, Jr.; a member of the sports committee of the Automobile Club of France, Rene de Knyff, of Paris, and the racing board of the American Automobile Association, as follows: Robert Lee Morrell, chairman, New York; William K. Vanderbilt, Jr., New York; W. C. Temple, Pittsburgh; H. L. Bowden, Waltham, Mass.; William Wallace, Boston; F. C. Donald, Chicago, Ill.; James L. Breese, New York; T. M. Hilliard, New York; R. L. Lippitt, Providence; George L. Weiss, Cleveland; E. H. R. Green, Terrell, Texas; George Isham Scott, New York; E. R. Thomas, New York; S. M. Butler, New York; and A. I. Riker, Bridgeport; E. T. Birdsall, New York, and Rollin White, Cleveland, as technical members.

The general conditions have been slightly modified for the second contest, and therefore they are given below in full:

Eligibility.—Competition for this cup shall be open only to clubs that are recognized by or affiliated with the American Automobile Association and to clubs recognized by or affiliated with the Automobile Club of France.

Members of such clubs must apply to their club for nomination. American owners of foreign cars must be members of, and make their entries through, the recognized club of the country in which their cars were manufactured.

Qualification.—The attached entry blank must be properly filled out and signed and the entrant agree to assume all expense incidental to his participation, and all liability for criminal or civil suits for damages caused by him.

The entry must be in the hands of the commission not later than May 15, 1905. The entry must be accompanied by a fee of \$500.

The car entered must not weigh more than 2,204 pounds nor less than 881 pounds and must have a seating capacity for two passengers, side by side, whose weight must be at least 132 pounds each.

The car in each and every one of its parts and equipment must be entirely constructed in the country of the club which it represents.

Elimination.—Not more than five cars shall represent any one country. In event of there being more than five entries from any one foreign country, the club representing such country shall select the five cars to compete.

In event of there being more than five entries from the United States, the racing board of the American Automobile Association shall decide which of the entries may compete in the cup race. This decision may be arrived at by a trial, a contest or otherwise as the board may provide.

Competition.—The date of the race will be between August 15 and October 15, 1905.

The course, which will be announced at least thirty days before the event, will be over a recognized regular highway or an automobile speedway, but under no circumstances on a horse or bicycle track.

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The distance will not be less than 250 miles nor more than 300 miles.

The rules governing the race will be the racing rules of the American Automobile Association and the rules governing the competition for the William K. Vanderbilt, Jr., Cup.

Information.—The Deed of Gift, together with the racing rules of the American Automobile Association and the rules for the race, will be published in full at a later date. After the closing of entries every entrant will be notified regarding the date and details of elimination trials. Thirty days prior to the race full instructions will be given to each entrant as to the weighing in, starting, etc.

Attached to the announcement is a blank entry form calling for all the details concerning the car and its driver, and then the following declaration, which must be signed by the entrant:

We hereby declare: That our challenge comes through _____ Club: that we will be governed by the racing rules of the American Automobile Association and the rules governing the competition for the W. K. Vanderbilt, Jr., Cup; that we will assume all expense incidental to our participation, and all liability for criminal or civil suits for damages caused by us; that our car as declared for entry does not weigh more than 2,204 pounds in the empty state nor less than 881 pounds, and in the race will carry two passengers seated side by side whose weight will be at least 132 pounds each; that our car in each and every one of its parts and equipment is entirely constructed in the country of the club which it represents; that after May 15, at the request of the commission, we will furnish, for purposes of identification and record, data regarding our car as follows: Name of car, motive power, weight, wheel base and tread, size of tires, type of engine, rated horse power, number of cylinders, side chain or propeller shaft drive, number of turns of engine to one turn of road wheels on highest gear, number and character of brakes, kind of ignition, gasoline capacity, water capacity, type of cooling or condensing system, type of steering gear, type of change gear, type of reverse gear, number of speeds.

Checks for entry fee must be made payable to Robert Lee Morrell, chairman, and all communications must be addressed to him at 15 William street. New York City.

A. L. A. M. Declines Ignition Patent

THE pulling back and forth over the ignition patent No. 433,551, issued to Elmer A. Sperry, is ended by the fact being made known that the Association of Licensed Automobile Manufacturers have actually had a chance to buy it, but have declined. It is thus made clear that an option of purchase on the patent was obtained by a man closely identified with the national body of licensed makers, and acquired at a time when others were negotiating for it.

The seal of silence appears to have been broken, because it has been concluded that the patent, so far as it concerns any broad claims, cannot be sustained, and the option will be allowed to lapse without any purchase being made. This decision was arrived at after a report made by the attorneys of the A. L. A. M.

Racing Season Opens at Lakewood

IT is settled that the opening gun of the racing season will be fired at Lakewood, N. J., and a program of fine promise has been arranged for the five days of sport there, from April 25 to the 29th.

The tournament will be under the auspices of the newly-formed Lakewood Motor Club, and the races will be all road events. The officers of the club are: John E. Pye, president; P. S. P. Randolph, vice-president; Frank Mery, secretary; Sylvester Byrnes, treasurer. Alfred Reeves, of New York, will be racing secretary and manager of the races.

P. S. P. Randolph is the horseman whose runners are trained on his private track near Lakewood. He has offered a handsome silver trophy for the five-mile amateur road championship of America. This race is open only to drivers who pilot their own cars. Both Mr. Pye and Mr. Randolph will enter their motor cars in the regular events of the club tournament.

There will be eighteen regular events in all in the tournament, and it will be noticed that a provision of the amateur championship is that the owner-drivers must not be actively identified with the trade.

In addition to record trials for all types of motor cars at a kilometer and a mile, both standing and flying starts, there are races for touring and racing cars, and events open only to amateur drivers. All the open events are straightaway road championships. Following is the complete program:

1. One kilometer. Road record trials (open): Class A, 1,432 to 2,204 pounds; Class B, 851 to 1,432 pounds; Class C, 551 to 851 pounds.
2. One mile. Road record trials (open): Class A, 1,432 to 2,204 pounds; Class B, 851 to 1,432 pounds; Class C, 551 to 851 pounds.
3. One mile. American road championship: Class A, 1,432 to 2,204 pounds.
4. One mile. American road championship: Class B, 851 to 1,432 pounds.
5. One mile. American road championship: Class C, 551 to 851 pounds.
6. One mile. American road championship. Standing start. For gasoline cars: Class A, 1,432 to 2,204 pounds.
7. One mile. American road championship. Standing start. For gasoline cars: Classes B and C, 551 to 1,432 pounds.
8. Two miles. Open to American gasoline stock cars. Standing start. Regular equipment, as per maker's catalogue specifications, except that lamps, baskets, tops, mud guards and mufflers need not be carried.
9. Two miles. Open to stock gasoline runabouts, made to carry two passengers only, and costing \$1,000 or less. Regular equipment.
10. Three miles. Lakewood handicap. Open to all cars.
11. Five miles. American road championship: Class A, 1,432 to 2,204 pounds.
12. Five miles. American road championship (open): Class B, 851 to 1,432 pounds.
13. Five miles. American road championship (open): Class C, 551 to 851 pounds.
14. Five miles. Laurel handicap. Open to all stock touring cars, driven by owners not actively connected with the automobile trade. Each car must carry three passengers, in addition to the driver. If passengers are men,

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- they must weigh not less than 140 pounds. If women, they must each weigh not less than 120 pounds. Regular equipment, except that lamps, baskets, tops, mud guards and mufflers need not be carried.
15. Five miles. Dover handicap (open to all American stock cars). Cars may be stripped for this event.
 16. Five miles. Pines handicap (open to all stock cars, American and foreign). Cars may be stripped for this event.
 17. Five miles. Amateur road championship of America, open to all cars driven by amateur owners, not actively connected with the automobile trade.
 18. Ten miles. American road championship (open to all). This race will be run with a three-minute control at the five-mile turning point.
 19. Gymkhana races.

Competitions for L. I. Club Members

THE promise of an active season held out by the Long Island Automobile Club is in a fair way to be fulfilled, as the formal announcement this week of the program prepared by the Runs and Tours Committee makes plain.

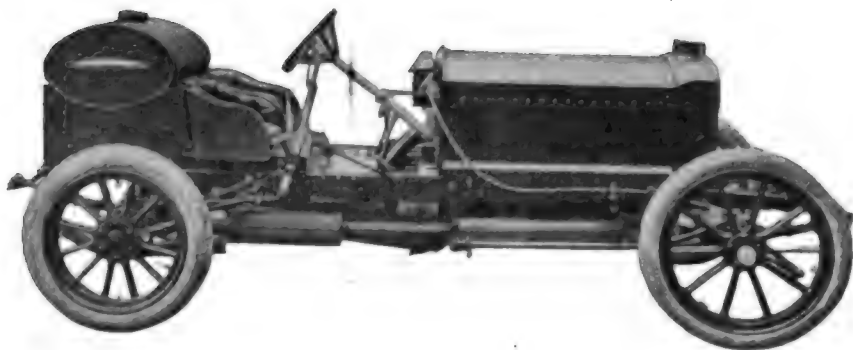
The competitions, exclusive of the Economy test, noticed elsewhere in this issue, number four, one having been added to the three noticed in these columns a few weeks ago. With alliterative ingenuity the committee, of which A. R. Pardington is chairman, has dubbed them the competitions for the "Mersereau Mileage Mug," the "Adams Attendance Award," the "Mackay Meandering Memento" and the "Special Post Prize." The Mersereau Cup is to be awarded to the member of the Long Island Automobile Club having the highest mileage record between March 15, 1905, and October 15, 1905; the Adams prize to the member who shall, with his car, have participated in the largest number of regularly called club runs or tours between March 15, 1905, and October 15, 1905; the Mackay prize to the member who shall, between March 15, 1905, and October 15, 1905, have driven his car in the greatest number of States, Territories or foreign countries, and the Post prize, a type "D" Veeder odometer, to the member who shall have secured the highest mileage record, recorded on any type of Veeder odometer. The competition is open from March 15, 1905, to October 15, 1905.

Particular attention is to be paid throughout the season to called runs and to tours. Of the former it is planned to have regularly called runs to Freeport (Daddy Scott's); Bull's Head Inn, Westbury; Holly's, at Woodsburgh; the Cortlandt, at Bay Shore; Glen Cove, Oyster Bay, the Yacht Club at Huntington; Manhasset Bay Yacht Club, Port Washington; Southampton; Empire track, Yonkers; Staten Island; New Jersey points, besides short evening runs to near-by points.

AN excellent medium for grinding-in valves is made by mixing corn emery with gear grease in the proportion of one part of emery to four parts of grease. This mixture prevents the emery from finding its way into the cylinders or down the valve guides.

First Bennett Cup Car is Ready

WHILE nearly a score of factories in this country and abroad are at work on special cars designed to be used in the Bennett Cup race, which is to be run in France next July, the first of them to be completed is one of the British cars—the Napier here shown. It is already in the hands of its owner, John Hargreaves, an Englishman who tried for the British cup team last year and was



named as a substitute. With this car he will take part in the elimination trials which the Automobile Club of Great Britain will hold this year to select its team of three to drive in the Bennett race.

The car is very similar to the Napier driven by S. F. Edge in last year's race. It has four cylinders, each with a bore of $6\frac{1}{4}$ inches and a stroke of 6 inches, developing 80-hp. on the brake. The drive is of the live-axle type, used in conjunction with a gear-box of the sliding spur-wheel type, giving three forward speeds and a reverse, with a direct-through drive from the engine to the axle on the top speed. The frame is of pressed nickel steel, and is carried on semi-elliptic springs, which lie outside the side members both in front and at the rear. The leaves of the springs are clamped at intervals by small side-plates in order to prevent excessive motion, and keep the leaves in position. The rear springs are fitted with shackles at both ends, and hinged side radius-rods tie the back-axle-casing to the frame.

The engine is carried directly across between the side members of the main frame, and the cylinders are formed by cast-iron liners which are forced into a single aluminum casting also forming the water jacket. The heads of the cylinders are, however, cast in pairs. The mechanically-operated inlet-valves lie above the exhaust-valves, and are operated from the same cam-shaft by inclined push-rods and rock-shafts, which are fitted with adjustable tappets.

The car has been made as light as is possible, consistent with strength, and the crank-shaft and one of the gear-shafts are hollow. The wheel-base measures 8 feet $10\frac{1}{4}$ inches, and the track 4 feet 7 inches; the rear-wheels are fitted with 850 mm. \times 120 mm. tires, while the front wheels have tires of 870 mm. \times 90 mm.

Preventives and Remedies

PART XXVIII

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BOLTS DIFFICULT TO REMOVE.—When a bolt refuses to come out, care should be taken in the first place to do nothing that might twist it or injure its threads, for there are certain bolts that are adjusted to a piece with precision, and that are sometimes even registered—that is to say, marked with a number corresponding to a numbered orifice, and of which there may be no duplicate on hand. Therefore, the threaded end of a bolt should never be struck with a steel hammer, but *always* with a lead or copper one, or else with the interposition of a block of hard wood between it and a steel hammer.

The bolt should not receive a succession of taps (as this would result in making a rivet of the end and ruining the bolt), but two or three quick blows given without too much force.

It is even advisable to replace the nut upon the bolt and screw it down until the upper surface is about flush with the tail of the bolt. It will thus be possible to strike the piece harder, since the surface that receives the blow (the nut) is wider than the shank of the bolt, and if the threads are slightly damaged, those at the end at least will be intact, and it will be possible later on to straighten the injured ones by passing the nut over them five or six times. As soon as the bolt has begun to give way, the nut should be raised a few threads and another blow given, and, finally, a stroke or two with a strong pin-driver will cause it to come up.

Bolts with a Flaring Extremity.—If the precautions noted above be not taken, there will often be produced at the tail end of the bolt an expansion that will absolutely prevent it from passing through the hole. In such a case, it will be necessary to file it all around.

Renovation of Bolt Threads.—As certain bolts are really valuable, it is of importance to know how to save them, whatever be the injury that they have sustained. If a bolt is slightly twisted it may be straightened by gently compressing it in a vise. Although it will not be rendered as perfect as it was before, it will be at least made available for subsequent use. If its threads are injured, they may be restored to a proper state by the skilful use of a triangular file, or even of a burin. No attempt should be made to renovate them by screwing on a nut, since the damage done thereby would be irreparable. If the threads are flattened, there is no remedy therefor.

Repair of Bolt-Snugs.—Such a repair can be effected properly only in a shop. Nevertheless, on the road it is possible to insert in the hole in the bolt head a piece of steel wire or round nail, which can be forced into it slightly, and may perhaps form a sufficient projection in the snug-recess to prevent the bolt from turning.

(To be continued.)

Automobile Topics'
European Supplement

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Standard Information for European Tourists

Boxing, Shipping, Steamship Route, Passports, Duties, Permits and Regulations

BOXING AND SHIPPING.—The best way to pack an automobile for shipment abroad is to build a closed box of matched timber around the car. The platform should be built on 2x4 braces, beveled at the ends. The sides, ends and top should be constructed on a lighter frame. Use heavy bolts to bind between platform and top, use at least four of these on each side. In addition fasten four iron bands upon the box extending diagonally from the lower corners to points near the lateral center of the sides. The upper ends of these bands terminate in eyes. Through the four eyes have a chain placed. This will give a center hold to which hoisting tackle can be fastened. Brace wheels by blocks fastened to the sides of the box and brace smaller boxes containing spare parts to the platform of the box.

Consign through custom-house brokers. The box can be left with forwarders after the outward passage, for use in returning. Before returning go to any U. S. consul and make affidavit that the car was originally shipped from America. This will dispose of the customs question on arrival.

Cost of boxing the car, \$100. The expenditure pays for itself. In transporting the car by water abroad, do not box it. Transportation facilities between Great Britain and the Continent are practically perfect and no precautions are necessary.

STEAMSHIP ROUTES.—From New York to Liverpool—Cunard and White Star lines.

From New York to Southampton—American line.

From New York to Southampton and Bremen—North German Lloyd.

From New York to Southampton and Hamburg—Hamburg line.

From New York to Havre—Compagnie Generale Transatlantique.

From New York to Antwerp—Red Star line.

From New York to Glasgow and Moville—Anchor and Allan State lines.

From New York to Boulogne, Rotterdam and Amsterdam—Netherlands line.

From New York to London, Bristol and Hull—various smaller lines.

From Boston to Liverpool—Cunard, Dominion and Leyland lines.

From Philadelphia to Liverpool—American line.

PASSPORTS.—Write to the Passport Bureau of the State Department at Washington for blank. When received, fill and return with fee of \$1.00. Enclose no return postage; Government franks. Passport good for two years and renewable.

Duties, Permits, Regulations, Speed and Road Rules

GREAT BRITAIN AND IRELAND.—No duty or permits for tourists. Observe road rules carefully. Remember to turn to left in passing instead of right.

NETHERLANDS.—Touring cars (not new) are allowed to enter free. It is left, however, to the discretion of the Collector of Customs Receipts to claim as deposit, the amount of the duty, which will be reimbursed on departure from the country. The duty is 5 per cent. of the value. Car must carry two lanterns shedding their light a distance of 100 meters, with a brake enabling the car to stop within ten meters,

and a bell or horn which may be heard 100 meters distant. Speed must not exceed 20 kilometers (12 miles) in the open country and 8 kilometers (5 miles) an hour on sloping ground, in settlements, on bridges, in misty weather and at night, under penalty of a maximum fine of 50 florins (\$20). Tourists must carry in the car a permit of the Secretary of Public Works, countersigned at a customs office, stamped blank for which may be obtained from the Automobile Club of the Netherlands, Hague, Nassauplein 1b., on payment of 2½ francs (50 cents). Gasoline obtainable at all A. C. N. stations at a uniform price of 20 cents per liter (one liter equal to 1.06 quart).

SWITZERLAND.—Deposit of 20 francs for every 100 kilos gross weight of car required. Against the deposit, a permit is given, valid for one year. The deposit is returned on leaving Switzerland by any of the frontier stations in exchange for the permit. Regulations are very exacting in Switzerland and motor drivers are not popularly liked. To escape owners' permits and plates, etc., tourists must carry permits of their home country, and that country must be one between which and Switzerland reciprocity exists. Each car must carry a deep-sounding horn. The driver must sound this as soon as he intends crossing or overtaking another car, a cycle or pedestrian crossing the road. He must also use the signal at all sharp turns in the road or at the end of any private road or avenue leading into a public highway; also at night or in foggy weather. A car must carry two brakes which must be used on sloping ground. The brakes must be independent and each must be competent to stop the car at full speed and full power on any incline. At night all cars must carry two lanterns in front, one green, the other white; also a red light at the rear, which must be lighted whenever the vehicle stops. The driver must have perfect control of his car at all times. He must slow up or even come to a full stop whenever the vehicle might cause an accident or interfere with traffic or when a saddle or harness horse shows signs of fright. In cities, villages, or hamlets and on mountain roads, speed must never exceed 10 kilometers (6¼ miles) an hour. On bridges, narrow streets, on steep declines and in front of sign-boards and official posters, speed must be reduced to 6 kilometers (4 miles) per hour. On no account must the speed be increased to more than 30 kilometers (19 miles) in the open country. On mountain roads, the car must be stopped whenever a Federal stage coach is met. Special care must be used in passing one of these coaches. In no case is a driver allowed to cut across a road in front of a vehicle or pedestrian. When stopped, the car must be run or pushed to the right side of the road. On narrow roads the car must be run off the road to the side if possible. The driver must not leave his motor running when he leaves the car. In case of accident he must stop, even if he is not at fault. He must see that the injured are cared for, and must freely show all official papers to anyone in authority. Racing on highways is strictly prohibited. Certain roads are forbidden to automobiles.

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FRANCE.—Certificate of ability, residence, passport, two photographs (unmounted, 30 by 40 millimeters), declaration of maker as to type, number, horsepower, weight, etc., of car and other details, may be and probably will be required. Customs dues of 50 francs for every 100 kilograms, if the car weighs more than 125 kilograms, 120 francs for every 100 kilograms if the car weighs less, must be deposited on entering France. This deposit will be refunded at any frontier custom house in exchange for the deposit receipt, which is valid for six months. Small stamp taxes are collected in all cases. In driving, the car must be under control. Driver must slow up in all cases where accident or the impeding of traffic is imminent. In narrow roads or streets the speed must not exceed that of a man walking. Speed limit is 30 kilometers (20 miles) in the open and 20 kilometers (13 miles) in settled portions of the country. Every car must show, in front, a green and a white light.

GERMANY.—Free entrance if driver possesses authentic documents regarding his car and himself, particularly proof that the car has been his property for a certain time. Much discretion is allowed officials. An entrance duty (refundable) may be enforced arbitrarily. This is 187½ francs on a car without regard to size or weight. Many local regulations and prohibited streets in some cities. Ordinary road rules. Driver must slow down in towns and villages. Little interference with foreigners who can prove their residence.

ITALY.—Tourist must, within five days after crossing the frontier, make a declaration at the office of some Provincial Prefect. This five-day term is established by the toll-gate certificate. If tourist comes from some country where there are rules and regulations for the driving of automobiles, as in America, he will receive a temporary permit to drive in the kingdom. He must prove ability to drive, ownership, etc. Lead seals will then be placed on the car. Duty (small) will be enforced. This duty returnable on leaving country.

SPAIN.—Deposit on entrance, returnable at departure. Road and speed rules not severe.

AUSTRIA.—Car subject to following customs duties: The car, 157½ francs; in addition, 9 florins (21 francs) for every 100 kilos of weight of motor or engine. Manufacturer's certificate indicating weight of car, motor and parts is advisable. Lead seals will be affixed after payment. Duties returnable in exchange for receipt on leaving. Road and speed rules not exacting.

DENMARK.—No duty on declaration that car is temporarily imported for touring purposes.

RUSSIA.—Automobiles may not pass the frontier simply by depositing duties, but special permission must be secured from the Secretary of Finance. Such permission must be applied for in writing on paper stamped with two stamps of 80 copecks (41 cents) each. Since reply may be delayed, it is expedient to ask for an early answer, giving some urgent reason. Driver must declare by which custom stations car is to enter and leave the country and for what space of time a permit is sought. The reimbursement takes place from two to ten months after leaving. Local road and speed rules, not generally severe.

BELGIUM.—Automobiles are provisionally exempted from the payment of duties.

but drivers are obliged to make deposit of or give security for 12 per cent. of the car's value. A transit-receipt is given containing description of vehicle and limiting period before exportation to one year. Deposit readily refunded at any frontier station on leaving. If one wishes to enter or pass through Belgium several times, it is sufficient not to demand restitution of deposit until one leaves definitely. Road and speed laws not severe, but general regulations regarding control, lamps, brakes, accident, bridges, narrow streets and closely populated districts are in force.

GENERAL.—It should be remembered that while speed laws are not rigidly enforced except in Switzerland, all drivers should be reasonable in their handling of cars. Road rules should be strictly observed everywhere.

It is best to be sure that one has coin of the country which is about to be entered before reaching the frontier. Custom officers will accept nothing but money of their own country. Before leaving it is always advisable to notify the frontier station a day or two before reaching it, so that the officials may have time to secure sufficient funds for reimbursement. Ordinarily they do not keep much money on hand.

Throughout Europe the rule is: automobiles and motor cycles, horns; bicycles, bells. By this the driver knows what is approaching from the rear and can govern himself accordingly.

It is always best to carry an exhaustive maker's certificate showing make and type of car, number of car and motor, weight, specifications, value, capacity and details of parts. A certificate of ability as a driver is almost indispensable.

Never pass or cross in front of a policeman or other official. The dignity of the law is sacred in Europe. Be polite to all officials under all circumstances; you will gain by this. Generally, you will find the officials overpoweringly polite to you.

Guide books can be obtained in bookstores in any of the large cities of Europe. Baedeker's are standard and generally up to date. Rolfe's "Satchel Guide" is also good. Cook's and Gaze's tourist agencies also publish reliable hand-books. And there are other good publications. Both the Michelin and Continental tire concerns publish guides which give much information not elsewhere found in repair stations, garages and fuel depots. Good maps are plentiful and not expensive. The sectional ones are particularly good in Europe. Never travel without a map, as local information is not always reliable.

A membership in the Touring Club of France is desirable for the tourist in France and Europe generally. The road-book of France, published by the club, is invaluable as a reference work for the tourist who reads French.

On arrival at a town, leave your car and make hotel and garage arrangements before any of your party dismounts or any baggage is taken out. The fear that you may go to another hotel will insure better terms from the hotel and garage people.

Be good-natured but firm. Be just in giving gratuities, not too liberal. Too much generosity makes it harder for those who follow. Plan your itinerary in advance, but allow a day here and there for departures from it.

TOUR; don't race.

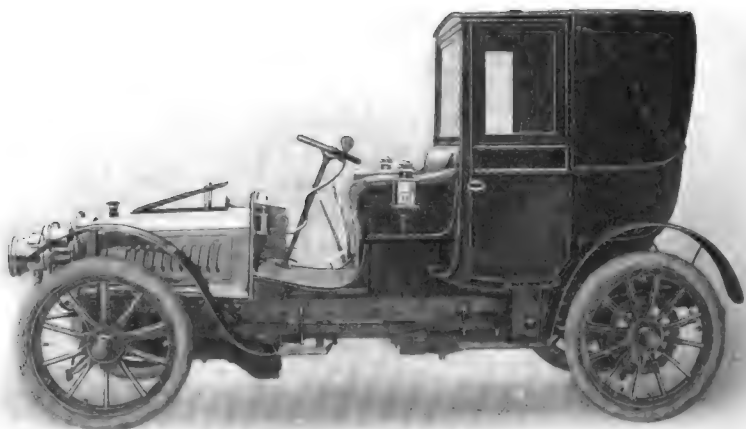
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Monaco Motor Boat Meeting Program

ON Sunday, April 2, the motor boat meeting at Monaco, which is generally regarded as the opening of the European motoring season, begins with an exhibition of decorated boats and continues throughout the greater part of the ensuing fortnight. An exceedingly successful meeting is anticipated for this, the second event to be held at Monaco. There were at latest accounts more than 100 boats entered for the racing and other competitions, of which France has the largest number, the other countries represented being England, Germany and the



THE MONTE CARLO CASINO TERRACE, IN FRONT OF WHICH THE MONACO RACES START

United States, the latter having only three entries. More than 100,000 francs (\$20,000) will be distributed as prizes.

Every type of motor boat will be entered, from the small, low-powered pleasure craft to the big 60-foot monsters with engines up to 300-hp. Nearly all the makers of high speed boats have made special preparations for this meeting, and some startling developments are looked for. A new Napier 80-hp. boat will make its appearance, as well as the Napier II., which proved so successful at last year's meeting. Two special racing boats have also been built for the Palais de l'Automobile, photographs of which are here shown. One of them is the Palais-oto I., a boat which is expected to make wonderful speed. It is hinted that it will do well over 30 miles an hour, and in some quarters it is expected to exceed 32

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miles. It is a 40-foot boat, driven by a Panhard six-cylinder engine developing 150-hp. The second craft is the Palaisoto II., a 24-footer with a Fellier hull; a Renault 90-hp. engine furnishes the power. The two boats will be piloted by A. C. Neubauer and Maurice Farman, respectively.

The program of the principal events, which will be contested over a 12½-kilometer course laid off with the starting point opposite the Casino at Monte Carlo, is as follows:

First Day—1. 100-kilometre race, for racers of eight metres, for prizes amounting to 9,000 francs. 2. Race for cruisers of six and one-half metres, from Monaco to Nice and back; prizes, 6,000 francs.

Second Day—1. 100-kilometre race, for racers of twelve metres (40 feet); 9,000 francs. 2. Races for cruisers of eight metres, from Monaco to Nice and back, and thence to Mentone and back; prizes, 8,000 francs.

Third Day—1. 100-kilometre race, for racers of twelve metres to 18 metres;



THE 24-FOOT 90-HP. PALAISOTO II. AT SPEED

prizes, 9,000 francs. 2. Cruisers' race, for twelve-metre boats, from Monaco to Nice, Antibes, Mentone and back; prizes, 9,000 francs.

Fourth Day—1. Race for cruisers of twelve metres to 18 metres, from Monaco to Nice, San Remo, Nice and back; prizes, 8,000 francs. 2. Auxiliary and davit races; prizes, 5,000 francs. 3. Race for fishing-boats from Monaco to Antibes and back; prizes, 3,000 francs.

Fifth Day—A 200-kilometre scratch race for the championship of the sea, open to all racers or cruisers up to eighteen metres; prizes, 15,000 francs.

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Sixth Day—1. 50-kilometre handicap for racers; prizes, 6,000 francs. 2. Cruisers' handicap from Monaco to Nice and back; prizes, 4,000 francs.

Seventh Day—Trials over the nautical mile and flying kilometre, open to all racers or cruisers which have finished their course throughout in the class races



THE 150 HP. PALAISOTO I.
ON THE STOCKS



LOWERING THE PALAISOTO I. INTO THE WATER

or the race for the championship of the sea. The trials will be run in three series, for boats of eight, twelve and eighteen metres, respectively, with a final race between the three winners for a first prize of 5,000 francs, and the Prince of Monaco's Cup valued at 10,000 francs.

A WELL-ATTENDED meeting of the executive committee of the National Association of Engine and Boat Manufacturers was held in New York City last week, when the following officers were elected: President, John J. Amory; first vice-president, H. A. Lozier, Jr.; second vice-president, Charles A. Strelinger; third vice-president, Henry R. Sutphen; treasurer, J. S. Bunting; secretary, Hugh S. Gambel.

A WELL-KNOWN sportsman, who has decided to enter motor-boat racing this year with a new boat, is E. J. Schroeder, of Jersey City, N. J. The Seabury Company, of Morris Heights, has received an order from him for a 45-foot double-planked boat, to be equipped with a six-cylinder engine of 60 hp.

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INTERESTING news to automobilists is the announcement that Mr. W. Gould Brokaw is to marry some time in the early summer. His bride to be is Miss Mary Clare Howard, of Washington, D. C., which accounts for the fact that Mr. Brokaw has been spending considerable time of late in the capital. Miss Howard belongs to one of the old families of Washington, and is a very attractive young woman. Mr. Brokaw is a member of the New York Yacht, Union League, New York Athletic, Tuxedo, Larchmont Yacht, Seawanhaka and Country clubs, and, besides owning a residence in Madison avenue, has a handsome country place, Miroana, at Great Neck, L. I., and an estate in North Carolina, where he frequently entertains. Mr. Brokaw is well known in automobile circles and has a number of motor cars. He has also been prominent in racing. He is the owner of the English yacht Sybarita. His sisters, Mrs. H. Bramhall Gilbert and Mrs. James E. Martin, are well known in society.

THE public coach, Lakewood, is in commission at the New Jersey resort, and every time it goes out the passengers insist on driving down to the site of the new speedway to be built by the Atlantic Coast Speedway Association. The first run was made last week, and Mr. Samuel F. Ward, of New York, drove the four-in-hand. Others on board were Miss Jessica Bruce, Mr. and Mrs. Edward Hartman Davis, Miss Grace Davis, and Miss Louise Hosmer.

MRS. GEORGE GOULD was one of the patronesses of a three nights' performance of "Mrs. Jarley's Wax Works." The youth of Lakewood took part and the costumes were so rich in detail that many a Broadway comic opera was overshadowed. Miss Dorothy Randolph, one of the prettiest girls in the colony, as *The Smile*, was at her best in a brocaded gown of the Pompadour period, and Miss Louise Freeman did a doll dance which suggested the sprightly Mme. Wiehe, who was acting here in French plays a year ago. Miss Mary McCobb was the *Mrs. Jarley*, and she presented the famous Dickens character strongly. Young O. C. Huntsman, the close friend of the Gould boys, played *Richard Cœur de Lion*, and Miss Dolly Lynch was Bulwer's blind girl, *Nydia*.

THE Florida season is on the wane, and Miami and Palm Beach are moving north to St. Augustine, Thomasville, Augusta and Aiken. Mrs. Isaac Brokaw and her party have been much in evidence at Palm Beach. They are now at St. Augustine. The Clifford Brokaws and Mrs. C. Fischer Hansen are in the party. Frank Lawrence, president of the Lotos Club, and his daughter, Miss Eva Lawrence, whose engagement was recently announced, are among the New York crowd in the ancient city, as are Mr. and Mrs. Lorimer Worden, Mrs. Hugh Cole, LeRoy Edgar, Mr. and Mrs. Richard Laimbeer, Mr. and Mrs. Thomas Williams, Miss Dorcas Williams, Miss Edith Williams and the Right Rev. John Farley, Bishop of New York.

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ANOTHER Pittsburg millionaire is to make his home in New York. Henry Clay Frick, who has recently become an automobile owner, has taken a ten years' lease of the George Vanderbilt house, 640 Fifth avenue. New York has seen but little of the George Vanderbilts in recent years. When he is on this side he is at Biltmore, and the remainder of his time is spent on the Continent. The Fricks are to go abroad and occupy the Vanderbilt house upon their return next fall. Their big Pittsburg estate is at Penn and Homewood avenues, and they have a grown daughter and a son. Their country seat is at Prides Crossing, where a number of Boston money kings have cottages. Mr. Frick belongs to a number of New York clubs, including the Engineers', Metropolitan, Racquet and the Seawanhaka-Corinthian and New York Yacht clubs.

MR. AND MRS. HARRY PAYNE WHITNEY are at Aiken, with their children, and several automobiles. They are entertaining a large house party, including: Lord and Lady Gordon-Lennox, Miss Ivy Lennox, Miss Gladys Vanderbilt, Mr. and Mrs. Payne Whitney, Capt. Woodbury Kane, Mr. J. J. Blair and Mr. Herman B. Duryea, Mr. and Mrs. I. Townsend Burden and Miss Gwendolyn Burden joined the party a week ago. For the entertainment of their guests while here Mr. and Mrs. Whitney sent for Mr. Josef Hofmann to come South. He arrived with a piano and three men, including two tuners, and spent a fortnight at Mr. Whitney's home.

It is now at the height of the season at Aiken and many prominent New Yorkers are there. Automobiles have leaped into popularity at Aiken and you see them wherever you go.



MRS. C. W. MACQUOID

Photo by Davis & Sanford

Some of the people at Aiken, are Mr. Reginald Brooks, Mr. Yale Dolan, Mr. Center Hitchcock, Mr. and Mrs. James L. Waterbury, Mr. and Mrs. Thomas Hitchcock, Mr. and Mrs. A. J. Cassatt of Philadelphia, Mr. Gouverneur Morris and Mr. Henry Distson.

MRS. C. W. MACQUOID, who has a handsome place at Roselle, N. J., has recently become an enthusiastic motorist. She travels extensively, and recently was in the South.

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It is explicitly denied by Edward R. Thomas, the New York banker, that he will have his friend, O. F. Thomas, as an automobile racing partner this year. Fletcher will drive exclusively for O. F. Thomas, according to E. R., and the latter will do most of his own driving. E. R. Thomas is very enthusiastic over automobile racing, and is planning an extensive campaign for himself.

Anticipating the advent of many new cars of speed, he proposes to have a string of his own to pit against them. He is having the car he drove in Cuba repaired, and has agents abroad on the lookout for new and speedier machines for him. He hopes to have his Cuban and Florida racer fixed in time to race it in the tournament at Lakewood next month.

HENRY W. FLETCHER, he who made his debut as a racing driver at Florida last winter, and drove O. F. Thomas' 80-hp. De Dietrich to victory in the 50 and 100-mile races; and later, in Cuba, covered a mile on the road in 45 seconds, establishing in each instance new world's records for the distances, is simply burning to try his hand at track racing. Last week Fletcher, with Georgie Mack, his mechanic, and T. F. Moore, of the De Dietrich Company, drove down and inspected the Brighton Beach track. The course was found to be in very fair condition, considering the time of year, and Fletcher made arrangements to try out the 80-hp. De Dietrich racer there on Saturday afternoon. Saturday it rained, however. He went down this week, but the track was soft in places, and rough in others, so no attempt was made to negotiate it at speed. Fletcher has never yet appeared on a track, nor has the De Dietrich racer had a chance to show what it can do on a circular course.

ADVICES from Florida last week reported Walter C. Christie, of New York, to be at Ormond, trying out his remodeled racer on the beach there. According to a Florida paper, "Mr. Christie goes out every morning with his car, and has driven it a mile in 41 seconds. When driving the car into the garage a few days ago Mr. Christie did not check it in time, and the machine went out through the back of the building, carrying away the wall, but not damaging the car.

"Mr. Christie is so well pleased with the result of his experiments that he has decided to build two racing cars of the same design, but of higher horse-power."

THE bill to permit automobile racing in New Jersey under certain restrictions has passed the House without opposition. It is designed to legalize the speeding at Lakewood during the week of April 24.

PRESIDENT LOUBET of France has been asked to attend the running of the Bennett Cup race next summer. He did not make a definite promise, but intimated that he would probably attend. The King of Italy has expressed a desire to be present.

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FIVE cars will represent Italy in the Vanderbilt cup race this year. This fact has been definitely settled by a formal letter of entry from the Marquis Ventimigliis, president of the Automobile Club of Turin, nominating five Fiat cars for the race. The letter was mistakenly addressed to the Automobile Club of America, instead of the American Automobile Association, which has charge of the race, but it has been turned over to the proper authorities. In his letter the Marquis says:

"I beg you to kindly enter for the Vanderbilt cup race of 1905 five Fiat cars, of which the drivers are to be nominated by Messrs. Hollander and Tangeman, of your city, to represent Italy in this event. The entrance fees, amounting to \$2,500, will be remitted to you directly by them.

"If, in accordance with article 6 of the cup rules, there are to be ten contestants, as last year, I reserve the right of entering five other cars from my country."

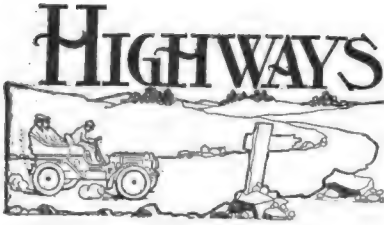
Concerning the cars to be entered, E. R. Hollander, of New York, said that he had decided upon three of the five entries, and that they are William Wallace, of Boston; Lancia, the Italian driver in the Bennett cup race, and Cedrino, his own expert, who was seen on the New York track last fall. The cars to be raced are new models, especially built for the Bennett and Vanderbilt cup races and rated at 100-hp., but expected to develop nearer 150-hp.

PROVIDENCE, R. I., has been added to the number of cities which have been granted race meet sanctions. May 28 and 29 are the dates given it. Sanctions had previously been granted as noted in these columns at the time, as follows: Brighton Beach, Brooklyn, May 6, Empire City track, May 30, and Lakewood, N. J., April 25; the latter is for a week of sports.

It seems probable that the talk of a five-mile race course for motor cars on Staten Island may amount to something more than a mere project. Stephen M. Hoyer, of New York, counsel for the Title Guarantee and Trust Company of Staten Island, is the promoter of the scheme, and he is busily at work on it.

W. J. MORGAN is now busy getting into shape the project for a speedway on Barnegat Bay, N. J., for the promotion of which the Atlantic Coast Motor Speedway Company has been formed by Mr. Morgan and Ralph B. King. This proposition embraces not only an automobile speedway, but also a motor boat course, as the land for the speedway is situated on Barnegat Bay at Toms River, a few miles south of Lakewood. The speedway proper is to be five miles in circumference and 120 feet wide, which would give a dozen cars room to race abreast. It is proposed to make a ground for all sorts of sport a part of the scheme. A two-and-a-half-mile track will be constructed as part of the five-mile circuit, and there will be a polo field, golf links, baseball diamond and football gridiron in the infield. The plant will be operated by a stock company and will cover 4,000 acres of land.

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A ROUSING good roads convention was that held at Elmira, N. Y., last week and presided over by Colonel Albert A. Pope. It was the second annual convention of the New York and Chicago Good Roads Association, the organization that is working to secure the building of a continuous good road between the two cities named. A good attendance and enthusiasm marked the meet-

ing, and a number of spirited and interesting speeches were made. The attendance was thoroughly representative of the interests of the southern tier in New York state, many coming also from Pennsylvania, Massachusetts, Connecticut, Ohio, New Jersey and as far west as Michigan and Chicago, to attend and participate in the discussions and deliberations.

A permanent executive committee was appointed, consisting of Mayor Coleman, Secretary O. M. Wixon, John McCann, Charles Chamberlain, A. G. Miller and W. R. Rutan, Elmira; Colonel C. C. Pratt, Binghamton; Ziba L. Squier, Jamestown; J. E. Schwartzenbach, Hornellsville; Dr. E. A. Smith, Olean; John Fedder, Corning; committee on resolutions, George Haight, Binghamton; J. A. McGinnies, Ripley; C. T. Chamberlain, Elmira.

Among the speakers was J. Sloat Fassett, present member of congress and a former candidate of the Republican party for governor; Hon. James H. McDonald, state highway commissioner of Connecticut; Hon. Martin Dodge, director of the office of public road inquiries of the United States government, at Washington; Frank D. Lyon of the state engineer's office at Albany; Hon. Horatio S. Earl, State highway commissioner of Michigan and the prospective Governor of that State; Hon. George H. Maxwell, director of the National Irrigation Association of Chicago; and Judge George McCann of Elmira.

It was decided to hold the next convention of the Association in August next at Lakewood, on Lake Chautauqua. This is on the line of the New York-Chicago route, and the time fixed is at the height of the summer season.

THE next session of the National Good Roads Convention will be held in Baton Rouge, La., on April 28 and 29.

By joint resolution the two houses of the Missouri Legislature have directed the submission to the people in November, 1906, of the following amendment to the constitution:

"A State tax of five cents on the \$100 assessed valuation shall be levied and collected annually on all objects and subjects of taxation. All money derived from said levy shall be set apart and apportioned to the several counties of the State in such manner as may be provided by law, as a permanent fund for public roads and highways."

IN concise yet graphic form the Illinois Good Roads Commission puts the case of improved roads in this wise:

AUTOMOBILE TOPICS

"It has slowly but surely dawned upon the minds of thinking people that it is the wagon road that, first and last, coming and going, carries nearly all of the commerce and traffic of the country. We have spent many hundreds of millions of dollars in improving rivers, lakes and harbors, and in subsidizing railroad and steamship lines, and have wholly forgotten the fact that but for the humble wagon road there would be little use for cities, railroads, harbors or steamships."

IOWA is the first State in the country to have a good roads school of instruction. The State Highway Commission will conduct such a school at the State College at Ames this year, beginning June 12 and ending June 17. A regular course of instruction will be given in the fundamental and essential features of road building and maintenance with reference to Iowa conditions. A syllabus of the work and condensed treatise on good roads construction and maintenance are being prepared for the use of those who attend, and, in addition, lectures on the different phases of the work will be given by expert road builders from different parts of Iowa and from elsewhere.

It is proposed that the money derived from the licensing of automobiles under the new Michigan law shall be devoted to the good roads fund.

At its last session the Rhode Island Legislature passed a resolution appropriating \$100,000 for the construction and maintenance of highways under the direction of the State Board of Public Roads, which was created by the preceding Legislature. Out of 2,240 miles of highway in Rhode Island, about 500 miles have been improved by the use of gravel and stone.

THE West good roads bill has passed the New York State Assembly. Its object is to provide for cheaper improved roads than those now being constructed in the State.

OHIO has heretofore been very backward in improving her roads, but a change is promised. Beginning May 1, an active good roads campaign is to be conducted, under the direction of Samuel Huston, State Highway Commissioner, who has but recently taken his office. The campaign will have as its special object the education of the people to prepare them to take the fullest advantage of State aid in greatly extending the system of roads all over the State. It is practically certain that the State will appropriate a large sum of money for road construction at the next session of the Legislature.

Much of the preliminary work in preparation for a generous appropriation from the State for use during 1906 was discussed at a conference between Commissioner Huston, Martin Dodge, Director of Public Roads Inquiries at Washington; County Commissioner Fischer, author of the good roads bill which created the office of Highway Commissioner, and Senator Stewart, who was very active during the last session of the Legislature in the interests of good roads legislation.

AUTOMOBILE TOPICS



IN marked contrast to the previous Sunday, March 20, the date of the second called run of the Long Island Automobile Club, was a glorious day overhead, and while the roads were heavy and in places muddy from the heavy rains of Saturday, they dried rapidly and made fair going. Bay Shore was the destination of the club, and some twenty-five members and their guests participated in the run, although so early in the season. There were no breakdowns or punctures.

Among those making the trip were Alfred Wilmarth, the president of the club; L. M. Allen, A. R. Pardington, Raymond Healey, Jerome Edwards, L. A. Hopkins, F. G. Webb, Z. N. Allen, W. Adriance, H. M. Brigham, Frank Stephenson and J. Ashberry.

PLANS have been drawn for a handsome club house and garage, to cost \$30,000, for the Automobile Club of Cincinnati, O. The club has accepted them and expects to shortly work on the building. The location selected is on Seventh street, near Main. The club's membership has increased from 28 to 115 in two years, and 200 is the mark that is expected to be reached this year. A very active season is being planned. There will be club races, hill climbing contests and a flower parade. President Duttonhofer has pledged a president's cup for the races.

THE Austrian Automobile Club has elected these officers for 1905: President, Prince Alexander Solms-Braunfels; vice-presidents, Count Karl Schönborn-Buchheim and Captain Robert Wolf.

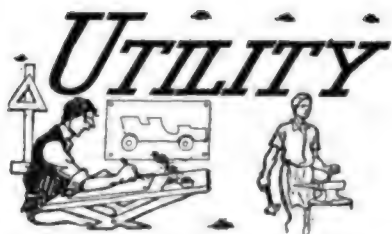
THE first of a series of talks on motor car development was delivered by Professor F. R. Hutton, of Columbia University, before the members of the New York Motor Club at its headquarters, at Bretton Hall, Thursday night of last week. Professor Hutton told of the development of the automobile from its inception, and gave a history of the runabout body and the development of the present luxurious touring car. The talk was illustrated with stereopticon views, and proved exceedingly interesting. Professor Hutton, who is a member of the Technical Committee of the Club, will on April 13 give another lecture, in which the problems of the motor car will be shown. The subjects treated will be: "Resistance to Be Overcome," "The Motor to Overcome These," "The Control of the Motor Energy," and "The Accessories for the Control of the Motion of the Car as a Whole."

"PLACE AUX DAMES" is the motto of the Richmond County Automobile Club (Staten Island), which will introduce an innovation at its annual dinner on April 8 in having ladies present, not as mere spectators, but as diners.

IN the year 1904 the membership of the German Automobile Club nearly doubled. The increase was from 377 members on December 31, 1903, to 725 one year later.

THE German Automobile Club numbers fourteen ladies among its members.

AUTOMOBILE TOPICS



How hard shall I pump on my tires? is the question many inexperienced motorists ask, and have trouble in getting a simple and satisfactory answer. The hand test is not a good one, for few persons possess the strength to indent a tire by pressing the thumb or fingers against it, so great is the air pressure in the tire. But a way that will do is to take two of the spokes of the

wheel, one in each hand, and stoutly shake the car, noticing whether the wheel moves to and from the operator while the part of the tire on the ground remains stationary. If any of this side roll is apparent, the tire is not sufficiently inflated.

How best to resist the insidious assaults of rust is a perplexing problem, especially to makers and users of automobiles, which are subjected to all weathers and many adverse road conditions. One method that is highly spoken of is described as a species of dry galvanizing. Ordinary electro galvanizing with zinc is employed in certain cases, and is effective, but ordinary galvanizing consists in heating the iron or steel objects and plunging them into a bath of melted zinc.

In the new process the zinc is not melted, but the objects to be galvanized are introduced into a drum in company with a quantity of zinc powder. The whole is heated to a quite moderate temperature considerably below the melting point of zinc, and the drum either revolved or turned to and fro, when the zinc powder intimately adheres to the iron or steel, giving a zinced surface, which is said to be considerably superior to ordinary galvanized iron, both in appearance and in regard to its durability and its power of protecting the metal from rust or attack.

WHEN overhauling a car for spring use, especial attention should be given to the brakes. Both the countershaft and rear wheels brakes should be examined, and if the interior lining be worn badly it should be renewed. For internal expanding brakes, the metal parts in rubbing contact should be examined, and if worn thin they should be renewed. Care should be taken in adjusting up these brakes after taking down and renewing, so that when on the road an even pull is imparted to both the drums, otherwise there is sure to be a tendency to skid the car. The final adjustment of the brakes can only be effected when tested on the road. In the case of a brake fitted with removable shoes, there is not such great difficulty in replacing these, as usually all that is necessary is to remove a couple of bolts, when the brake shoe will come away and can be immediately replaced by a new one. It is needless to say that in replacing the parts care must be exercised to see that all split pins are renewed and properly opened out, otherwise there is danger of some part coming adrift on the road.

CHARGING at too rapid a rate is a frequent cause of trouble with electric batteries. It never pays to hurry the charging process. Better to take more time, or postpone the charging until a more convenient opportunity.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

Published by AUTOMOBILE TOPICS (Incorp.)

E. E. SCHWARZKOPF, *President.*

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Prove the Automobile's Practicability

PRIMARILY, the automobile is a pleasure carriage, a passenger vehicle. As yet, however, its thorough practicability as such has not been demonstrated in any large, general way that appeals to the public. Its speed has been tested, and we know that under favorable conditions it is faster than the railroad. Its durability and reliability have been demonstrated by endurance runs. In a way, its economy has been demonstrated by fuel consumption tests, but its all-around economy and practicability, as compared with railroad service, never has been demonstrated as it should be. It is now suggested that there be such a demonstration, through a contest open to all.

The automobile is not to be compared with strictness to a railroad. It has many points of superiority. It is a private car in which one comes and goes at will, without being confined to a single railed road bed, or having to conform to a schedule of other traffic. In an automobile the passenger rides from New York to Boston, enjoying the air and the scenery, at liberty to go fast or slow, or stop

AUTOMOBILE TOPICS

at pleasure, and without being forced into uncongenial company. All this is worth much, and, except one is in a hurry, it makes the trip in an automobile worth a higher price than the trip in a railroad coach.

It has been shown, however, that an automobile can make a long trip almost as cheaply, and sometimes more so, for its passengers as if they traveled by railroad. The question is: What is the difference in cost?

What AUTOMOBILE TOPICS suggests is that a run from New York to Boston be arranged, and the prize awarded to the car that comes nearest to taking its passengers through at the railroad expense of $2\frac{1}{2}$ cents a mile, per capita.

For this purpose, each car in the contest should carry its full complement of passengers. Each should be allowed $2\frac{1}{2}$ cents a mile for each passenger for its expenses, and a perfect record of these should be kept. The only expense not charged against the car would be that incurred in the over-night stop, as the comparison is to be made against the travel in a day coach without adding the cost of sleeper, or meals, or parlor car seat.

A car carrying two passengers would thus have an allowance of five cents a mile for its expenses, one carrying four passengers would be allowed ten cents a mile, while a car carrying six passengers would be allowed fifteen cents a mile.

As to the charges: In the first place, the observers would record the consumption of gasoline and lubricating oil. The expenses of all repairs would be recorded, and charged in this way. If a man broke a chain, and put in a new piece, the market value of the new piece would be charged, plus the time it took to make the repair, at sixty cents an hour. This rate is fixed because of its being the usual rate for mechanics' labor, and it is presumed that the repairs would be made by a mechanic. If a car stopped twenty minutes to put in a new spark plug, or a new inner tube, the charge against it would be the price of the spark plug, or inner tube, plus twenty cents for the labor. The deterioration of the car on the trip would not be taken into account, of course. This, and the longer time taken, would have to be charged to the extra pleasure and privileges of a special car. It would be mighty interesting, however, to see under such conditions how many could make the run at a cost of $2\frac{1}{2}$ cents a mile per passenger, or how near they could come to it.

It should be a part of the regulations that no car should average less than ten miles an hour on the trip, and should not exceed the speed limit. As fast running would involve increased expense in fuel consumption, and increase the likelihood of accident, however, it would not be necessary for any penalty to be imposed for speed. The racers would penalize themselves.

There would be unusual public interest in such a contest. Why not arrange for it?

Wheel Timber Growing Scarcer

FOR years timber for spokes and rims has been growing scarcer and higher priced. The time is not far distant when the situation will have become alarming, so the best judges of the matter believe.

"In my opinion, the price of first-class hickory and second-growth oak has advanced in the past ten years about 40 per cent. to 50 per cent." says a well-known carriage tradesman. "Probably for poles and shafts it has advanced 60 per cent., and on spokes, etc., about 40 per cent. The best territory for both of these woods for carriage purposes, ten years ago, was in New Jersey, Pennsylvania, Ohio and Indiana, and the last two States furnished the most material. There was also at that time some high-class material furnished from both Virginia and North Carolina. Now, there has been a great change. Native timber in New Jersey and Pennsylvania has practically gone out of existence, and the few manufacturers in these States are buying their material mostly from the South. With regard to Ohio and Indiana, the hickory has been practically cut out of these two States, and has increased very much in price.

"At the present time the great bulk of the hickory is gotten from the South and Southwest. It is much lighter in weight and inferior in quality to the timber of ten years ago. There is still some good timber found in scattering lots in parts of Ohio, and it is being sought after keenly. There is still some good hickory in Virginia."

As Major C. J. S. Miller Appears to "Pal"

A "JOLLY GOOD FELLOW" certainly is the light in which Major C. J. S. Miller presented himself to Jean Paleologue, the French poster artist employed by AUTOMOBILE TOPICS. Mr. Miller, who is the head of the Franklin Manufacturing Company, of Franklin, Pa., is known to many as a jolly fellow and thoroughly good sportsman, even though he is an astute and earnest business man. W. Gould Brokaw found him jolly good enough to buy his 30-hp. Renault while the two were in Florida and pay a profitable price for it, the car being the same for the importation of which Mr. Brokaw was sued by the Selden licensing association. This move perhaps means the advent of Mr. Miller in the ranks of the racing men. He became a good patron of the sport this Winter, when he donated a magnificent trophy, designed by himself, for a ten-mile race on the Florida beach.



For the Best Speed Indicator, \$1,500

A COMPETITION for speed indicators is to be promoted by the Mid-European Motor-Car Union, which has issued the conditions relating to the contest.

The device must show the speed of the vehicle in kilometers per hour in such a way that it can be read not only by the driver and the occupants of the car, but also by others on the road; it must also be capable of being read at night. The mechanism must be such that it cannot be tampered with, and must absorb as little power as possible; it must also be applicable to all types of cars, and be unaffected by dust or dirt. An important committee has been appointed to make the necessary tests of the apparatus sent in, and which are expected to occupy a period of nine months. A prize of \$1,500 will be awarded to the designer of the apparatus deemed to be the best. A fee of \$5 is charged for each entry.



A PACKARD TOURIST—GEO. H. DAGGET, OF MINNEAPOLIS, WHO SAILED FOR ITALY RECENTLY

A New Shanks Model

A HANDSOME new model is now being proudly exhibited to all visitors by the house of Shanks at Cleveland. It is absolutely self-starting, runs without any muffler and attains a great variety of speeds without any change of gears. It was one week old Wednesday of this week, and has been christened William Ford Shanks. He weighed nine pounds at birth and Papa Charles B. Shanks, the much-liked sales manager of the Winton Motor Carriage Company, now feels that he is entitled to go about without a full complement of hair on the top of his head.

Cleveland Cars to Wear Aprons?

APRONS will be worn by all automobiles in Cleveland, if an ordinance introduced in the City Council of that city last week becomes a law. One of its provisions is that every car must be provided with an apron underneath to catch oil and grease drippings. The ordinance is also designed to put a stop to the transferring of numbers from one owner to another. No transfers will be allowed unless the record is made with the city clerk.

Another innovation is a rule governing non-resident automobilists. The non-resident owner will not require a license on the first day's sojourn in the city, but after the first day he must deposit \$5 at the city clerk's office for a license. On leaving the city he must return this license, and he will then be given his \$5.

As the new State law covers automobile speed fully, it was not thought necessary to burden the city measure with any sections relating to speed.



H. B. JOY AND R. A. ALGER, JR., CLIMBING 25 PER CENT. GRADE AT WILKESBARRE, PA.,
IN PACKARD CAR

Automobiles Popular in Shanghai

EXCEPT in Shanghai, the automobile has made very limited progress in China, and the outlook for any large number of sales is far from good. In the average Chinese city it would be impossible to use an automobile. In Shanghai a good many automobiles are in use, and their popularity is increasing. It may almost be said that an automobile boom is on in that city. There are many people there who can afford automobiles, and who are accustomed to spend money in such ways, but the demand will be limited to Shanghai City, and machines suitable for city work, rather than country touring, are the ones needed.

1954

Wear Aprons?



AN unusual case came up in the New Jersey courts last week, involving an automobile dealer who endeavored to dispose of a second-hand car by raffling it off. Charles B. Smith, of Bloomfield, the dealer in question, was arrested by Anthony Comstock, charged with using the mails to carry on a lottery in which an automobile was to be the prize, had a hearing in United States Commissioner Bigelow's office, and was discharged. It was brought out that about the only evidence against him came from a letter which he had sent in reply to an inquiry from Comstock written under an assumed name. The point upon which the case was decided in Smith's favor was that his offense was not voluntary, but had been brought about by solicitation. According to the evidence, Smith had a slightly worn auto, which he wanted to get rid of, and he decided that the best way of selling it would be by raffling it off. He evidently didn't realize that the selling of chance tickets in this way was illegal. He advertised his scheme with circulars, which he gave out among his friends in large numbers. One of these was answered by "J. H. Istom," apparently, but really Comstock. He inclosed \$1 for a ticket and stated that if he had them he could sell a lot more. He asked what commission would be allowed and in reply was offered 10 per cent.

RECOGNIZING that the trend is northward, the John Wanamaker forces have decided to yield to it. The Wanamaker 38th street establishment will, therefore, be shortly removed to Broadway and 40th street, New York City, where Ford and Premier cars will be displayed as heretofore. The old Brewster carriage building has been leased and will be refitted and made ready for occupancy by May 1.

THE new Assistant Secretary of the Navy, Truman H. Newberry, of Detroit, Mich., is an enthusiastic automobilist. He is a director in the Packard Motor Car Company, and, of course, drives a Packard car.

Elmore Pathfinder

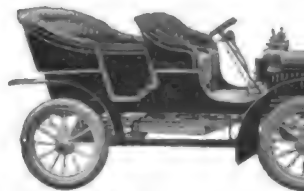
DO you realize that the two-cycle Elmore Pathfinder engine has the same degree of power as four-cylinder four-cycle engines? Do you think you realize it—but do you get the means to you in increased efficiency and savings? The two-cycle engine has been this year the most notable triumph in the manufacture of automobiles—for you to learn all you can find out about the impulse-every-revolution idea?

The most reliable self-starting engine in the world; parts repairs reduced to a minimum; ability to run steadily at high speed on any road or these are a few of the features that put the Elmore Pathfinder literally in a class by itself.

Send for our full line of literature, let illustrating the 6,000-mile trip, our explanation of our engine, and the people who have used our cars—all if you wish we will send a 10x12 photo of the Pathfinder on receipt of 10c. in

The Elmore Mfg. Co., Amanda St.

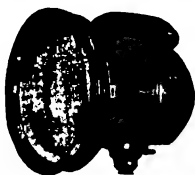
Members of Association of Licensed Automobile



SOLAR MOTOR LAMPS

If you don't drive at night you don't need a lamp of any kind, but if you do, there is no more important part of your car than the lamp. Reliability and an intense light characterize the SOLAR and are due to proper construction of lamp and correct principle of generator.

You have enough other troubles without adding "lamp trouble" by equipping with "good enough" lamps.



Get SOLAR, and your "lamp troubles" are over.

Illustrated booklet with prices for the asking.

Badger Brass Mfg. Co.
KENOSHA, WIS.

NEW YORK OFFICE, 11 WARREN STREET

MUCH smoke and little fire turn out to be the real result of the reported conflagration at the factory of the International A. & V. Tire Company, Milltown, N. J., last week. In other words, the fire does not interfere with the company's business in any way. The building destroyed was a detached warehouse used for storage purposes only. No manufacturing was done in it, and in the main plant, which consists of four large brick buildings with boiler plant and fire room attached, not even a pane of glass was broken. The plant was not affected in any way, and the regular routine of manufacturing and shipping was not interrupted for a moment.

MAY 1 will see the Knox New York branch established in new quarters at 1595 Broadway. Only the salesroom will be located here, as there is not room for the repair shop on the premises.

THE Torbensen Motor Car Company, of Newark, N. J., has been incorporated, with \$50,000 capital. Viggo V. Torbensen, William Douglass Moore, Charles E. Turner, Frank H. Wright and Hal S. Taylor are the incorporators.

IF the business men of Sag Harbor, L. I., will subscribe \$10,000 in cash, \$50,000 in stock, and donate five and one-half acres of land, an automobile factory will be located "in its midst." The bonus seeking company is the Commercial Electrical Vehicle Company, a concern said to be operating in the West. It was agreed to furnish the site, to subscribe for \$20,000 worth of stock at fifty cents on the dollar, half to be paid when the factory is half completed, the balance when the factory is in operation. These terms are not acceptable to the company, as their representative states it is necessary to raise \$10,000. This guaranteed, other capitalists stand ready to supply the further necessary funds to start the industry. It is given out that the factory building will cost \$25,000, employ from 200 to 300 skilled workmen, with a payroll of \$5,000 per week.

THE new metropolitan home of the Yale car will be at 1653 Broadway, New York City. Frank A. Sanford, who recently took over the Yale, has leased the store at the above address and is fitting it up as a salesroom.

Mention "Automobile Topics" when writing.

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THROUGH the efforts of Winston Churchill, the well-known author of "Richard Carvel" and "The Crisis," F. W. Meecham, Commodore E. C. Benedict's partner, has been induced to have the Truffault-Hartford suspension applied to his car. Mr. Churchill told Mr. Meecham that the set he had on his car had increased the speed eight miles an hour over the particularly rough roads of Vermont. He also states that it increased the comfort of riding nearly 100 per cent.

THAT Ohio mud has no terrors for the new Kirk four-cylinder car was demonstrated last week, when President Ezra E. Kirk, of the company, put one of them through its paces. Accompanied by four other gentlemen, he started for Clyde, going in a roundabout way. The total distance covered was 51 miles. Part of the way the mud was so deep that the wheels were in ruts to the hubs. At no time had he the slightest trouble with the car, and, notwithstanding the fact that he had five people with the necessary luggage and tools, he made good time, arriving in Clyde at 7 p.m. No attempt was made to keep any correct record of the time, but coming home the next day the distance was covered in exactly three hours. This was rather good time, considering the fact that the roads in places were almost impassable.

WITH a stated capital of \$900,000, the Interurban Car and Gasolene Motor Company has been incorporated at Portland, Me., to manufacture "motors, engines, etc." The officers are: President, H. E. Mason; treasurer, G. C. Ricker; clerk, M. W. Baldwin, all of Portland.

AN automobile supply house has been opened in Brooklyn by the Weston Auto Supply Company. It is located in the Bedford section, on Grant square, at 1378 Bedford avenue.

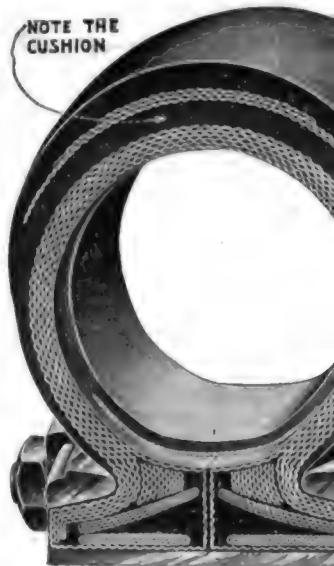
FIGURES were submitted at the annual meeting of the Pennsylvania Electric Vehicle Company, Philadelphia, last week, showing a net income of \$12,308.

HARRY S. HOUST, the New York agent for the Thomas car, expects to be in his fine new garage by May 1. The foundations have been dug and the superstructure begun. Work will be rushed and Mr. Houst's experience as a builder will stand him in good stead.

"A Wild Goose Chase"

Old as Shakespeare, if not older, has stood for centuries characterization of a pursuit and in disappointment.

NOTE THE CUSHION



Such will be the case of he who himself to be talked into UN-
TIRES.

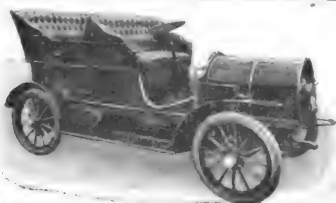
FISK TIRES have been tried by men in many places, not only few trained experts. It is an experiment. It is an article of **TRUE** by **PRACTICAL USE**. A can take them off and put them on the **FLAT FISK RIM**. Experts are costly. Don't betaken in. from our booklet about **THE FISK AND ITS FASTER**

The Fisk Rubber Company

Chicopee Falls, Mass.

Western Office 1251 Michigan Ave., Chicago, Ill.	Eastern Office 754-6 Seventh Ave.
BOSTON, 226 Columbus Ave.	KANSAS CITY, MINNEAPOLIS
SPRINGFIELD, 40 Dwight St.	PHILADELPHIA, 628 Arch St.
ATLANTA, 103 N. Pryor St.	DENVER, 1534 Ave.
SYRACUSE, 123 So. Clinton St.	SAN FRANCISCO, CALIF.
BUFFALO, 503 Main St.	LOS ANGELES, CALIF.
CLEVELAND, 315 Euclid Ave.	DETROIT, 251 Jefferson Ave.
CHICAGO, 1251 Michigan Ave.	MONTREAL, CANADA
ST. LOUIS, 3008 Olive St.	LONDON, ENGLAND
OMAHA, 1116 Farnum St.	

Mention "Automobile Topics" when writing.



\$1500

The Excellent GROUT

A Steam Touring Car Thoroughly Built

Price, \$1500.00; Capacity, 5 people; Side Entrance; Wheel-base, 88 in.; Wheels 30x1½ in.; Frame, Armored Wood; Road Clearance, 10 in.; Generator, 18 in.; Engine, 12 H. P.; Ball Bearings; Powerful Brakes; Speed, 30 to 40 miles per hour; Automatic Fuel Control; Automatic Lubrication; Practically Noiseless; Absence of Vibration; Side Chain Drive; Fuel Capacity, about 100 Miles; Water Capacity, 40 Miles; Steering Irreversible.

GROUT BROS. AUTOMOBILE CO.

ORANGE, MASS., 289 Main St.
BOSTON Branch, 151 Columbus Ave.

Hand Book of Gasoline Automobiles Issued for the Information of the Public who are interested in their Manufacture, Sale and Use

THIS NEW EDITION of this handsomely bound and artistically printed book, containing illustrations of about 125 gasoline cars, will be ready for mailing soon. The products of the principal manufacturers throughout the United States of America and the Importers of gasoline machines are shown by illustrations and specifications. These specifications form a series of the leading questions that arise in the mind of the purchaser, with the answers thereto in red ink. The questions being uniform, the ease of comparison is obvious and the purchaser is enabled to select the machines which are best suited to the service required, to his personal taste, or the means at his command. The 1904 edition is now out of print.

SENT UPON RECEIPT OF 6c.
IN STAMPS FOR POSTAGE

**ASSOCIATION OF LICENSED
AUTOMOBILE MFRS.**

Room 1004

No. 7 East 42d Street, New York

MANY persons are unaware that the car that recently successfully performed the nerve-racking feat of climbing the steps of the Mercantile Club, Philadelphia, was a Maxwell-Briscoe. Such is the fact, however, and it speaks volumes for the splendid design and sound construction of this car. It stood the arduous test without a mishap.

AMONG recent purchasers of Pope-Toledo cars were J. B. Duke, head of the Tobacco trust, who ordered a 30-hp. touring car, and Dr. W. Gillwylie and P. R. Jennings, of New York. The factory is now catching up with orders, and deliveries are being made promptly.

THE La Salle-Niagara Auto Company has been incorporated at La Salle, N. Y., with \$25,000 capital, to manufacture motors, etc. The incorporators are: H. Highland, C. W. Johnson, Niagara Falls, N. Y., and J. A. Reynolds, La Salle, N. Y.

ONE of the recent victims to the fascinations of the Royal car is Major C. J. S. Miller, the well-known Pennsylvania enthusiast. He has purchased from C. A. Duerr & Co. two Royals, a limousine and a touring car. Speedy delivery is to be made.

A NEW ENGLAND branch of the Prescott Automobile Manufacturing Company has been opened at 43 Columbus avenue, Boston. A full line of Prescott steam cars is shown.

A SALESROOM has been opened at 1536 Michigan avenue, Chicago, by the Adams Company, Dubuque, Ia., makers of the Adams-Farwell car.

TRUFFAULT-HARTFORD suspensions will figure largely on Peerless cars this year. The Hartford Suspension Company state that this wonderful anti-vibration device will be fitted to all Peerless cars.

A PECULIAR accident happened recently to Mrs. M. A. Post, manager of the Ohio Motor Car Co. at Cleveland, O. One of her employees who was carrying a piece of lumber in the garage, accidentally dropped it so that it fell on one of Mrs. Post's feet, crippling her for a few days.

Mention "Automobile Topics" when writing.

Coming Events

At Home

April 19—Boston, Commonwealth Avenue hill climbing contest.

April 24—Lakewood, N. J. Automobile Week.

May 6—Brooklyn, Brighton Beach track opening race meet.

May 30—Yonkers, N. Y. Empire City track opening race meet.

July 15—Touring car contest for Glidden trophy.

Aug. 15 to Oct. 15—Race for W. K. Vanderbilt, Jr., cup.

Show Dates

March 27 to April 5—Washington Automobile Show.

April 10 to 15—Denver Automobile Show.

Abroad

April 1—Light van trials, Automobile Club of Great Britain.

April 1 to 16—Monaco meeting.

April 14 to 23—Nice A. C. meeting.

April (late)—Mediterranean Cup race.

July 15—Kiel Fortnight.

July 15—Motor boat contest from Calais to London.

July 20 to 25—Ostend Week: Motor boat races.

July 30—Circuit des Ardennes, France.

August 1 to 13—Paris-to-the-Sea.

August 10—Gaston Menier Cup race, Trouville.

August 11—Drexel Trophy race, Trouville.

August 10 to 16—Touring car contest for Herkomer Trophy.

August 15—Havre regatta.

August 20—British International Cup race.

September 2 to 10—Chevalier Florio Cup race, Milan, Italy.

September 11—British International Cup race, Arcachon Bay.

September 12 to 14—Lucerne Motor Boat race meeting.

One Season's Use

has demonstrated the worth of

SWINEHART TIRES



A trial is all that is necessary to prove their worth. Made of best rubber of proper section and immovably attached to the rim. They rival the pneumatic in ease of riding and are absolutely free from trouble.

LAST AS LONG AS THE CAR

THE SWINEHART CLINCHER TIRE & RUBBER CO.

AKRON, OHIO

Mr. Manufacturer:

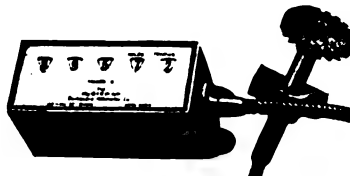
Q You produce cars. We produce catalogs—the kind which are effective.

Q Good cars need good catalogs. You make the one; we make the other.

Q Why not write us, and let us submit your designs.

HARTEL PHOTO-ENGRAVING CO.
37 E. 6TH STREET, NEW YORK

McGlehan Dashboard Odometers



Two Different Styles—Model "A," indicating both trip and sum total mileage, and Model "B," total mileage only.

McGlehan Odometers have stood the test of time and have been proven absolutely accurate and reliable. Specify one on your car now, for the coming season.

McGlehan Odometer and Mfg. Co. 187 West 22d Street NEW YORK

Mention "Automobile Topics" when writing.

FOR SALE

Two 40 H. P. Bollee Chassis, May delivery, 1908. Model. Price	9000.00
One 24 H. P. Panhard Chassis, immediate delivery 1905 Model. Price	6000.00
One 35 H. P. Panhard Chassis, immediate delivery 1915 Model. Price	9000.00
One 50 H. P. Panhard Chassis, April delivery, 1905 Model. Price	11100.00

Renaults 1905 May deliveries.

One Racing Motor Boat, type of build Gordon Bennett 1904 length, 11 metres, 75 H. P. Flat Motor, Model 1915, Delivery June 1st. Price	6500.00
One 40 H. P. Mercedes, Second hand. Model 1908, used about 2,000 miles, cost \$15,500.00 new. A 1 condition, canopy top. Price	7500.00

HENRY C. CRYDER, Room 45, 39 Cortlandt St., N. Y.

TELEPHONE 3205-R CORTLANDT



POSITIVE TRACTION

No fear of Snow, Mud, Ice or Sand if you have our
Grips at hand.

Outshows section of
Grip which comes in
contact with thread,
being a smooth,
close, round chain.



Send for Descriptive Booklet "A."
WEED CHAIN TIRE GRIP CO., 28 Moore St., New York, N.Y.

ORLANDO F. WEBER CO.

(INCORPORATED)

AUTOMOBILES

DISTRIBUTORS OF THE
POPE-TOLEDO, POPE-MARTFORD, POPE-TRIBUNE
POPE-WAVERLEY, BUICK

CHICAGO: 1322-24-26 Michigan Ave.
MILWAUKEE: 321-33-35 Fourth St.

DO YOU WANT Automobile Pictures

STRIKING, ORIGINAL PHOTOGRAPHS
FAMOUS RACERS IN ACTION

WE HAVE THEM

PHILIP SUVAL, 577 Madison Ave., New York

THE DUQUESNE

16-21 H. P. "Voiture Legere."

The Greatest Car on Earth at the Price—
"HALF OF THIRTY-FIVE"

FOR SALE

1904 AUTOCAR

Red. Wheel Steer. First-class Condition. Used as
Demonstrator. Cost \$1,700, will sell \$800.

INDIANA AUTO CO., - Indianapolis, Ind.

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Classified Advertisements

Advertisements under this heading will be charged at the rate of 5 cents per word for the first insertion and 3 cents per word for each subsequent insertion, cash to accompany order.

AUTOMOBILES BOUGHT, SOLD AND EXCHANGED.

WE ARE THE LARGEST DEALERS IN NEW AND SECOND-HAND AUTOMOBILES IN THE UNITED STATES.

We mention below a few of our special bargains now on hand. We further specify these by number in case you are particularly interested in any car, and desire us to hold it for you; kindly telegraph us to hold the particular number and we will hold the machine awaiting to hear from you by mail. We issue a weekly bargain sheet which is forwarded upon request.

No. 226. **PEERLESS TOURING CAR**: just been thoroughly overhauled; newly painted, having every appearance of a new car. Price, \$800, with complete equipment. Would be a BARGAIN at \$1,500.

No. 229. **OLDSMOBILE** with clincher tires, artillery wheels, dosados seat, in fine condition, \$350.

No. 230. **OLDSMOBILE** in good running order, \$225.

No. 236. **LOCOMOBILE STEAMER** in fine condition, all the extra equipments, \$200.

No. 239. **WAVERLEY ELECTRIC**, in good running order, \$350.

No. 240. **COLUMBIA ELECTRIC**: no batteries; otherwise perfect; almost new, \$150.

No. 243. **FRANKLIN TONNEAU** in fine condition, \$750.

No. 244. **SEARCHMONT**, 2-cylinder 12-hp., with large tonneau, seating 5; engine under hood; newly painted, \$850. This is a rare chance to get a machine in this condition.

No. 245. **WINTON TOURING CAR**; in finest condition; full equipment, \$850.

No. 254. **MOBILE STEAMER**, \$100.

No. 255. **REMINGTON**, double-cylinder runabout with top; a bargain, \$275.

No. 258. **Fine AUTOCAR** with tonneau, \$600.

No. 262. 16-hp. 1904 **YALE**, \$800.

No. 265. **DARRACQ TONNEAU**, \$800.

No. 303. **WINTON RUNABOUT** in fine running order; good hill climber, \$150.

No. 305. **OLDSMOBILE**, tubular spokes, detachable tires; in fine running condition, \$300.

No. 318. **LOCOMOBILE STEAMER** in fine running order, \$150.

No. 324. **NORTHERN RUNABOUT** in fine condition; as good as new, \$350.

No. 330. **NORTHERN RUNABOUT**, almost new, 1904 model, with dosados seat; full equipments, \$375.

And the greatest of all BARGAINS, brand new **CLEVELAND TONNEAUS**, \$575; with full equipments. These cars are BRAND NEW. They are large touring cars, 10 hp.; large hoods in front. Send for special catalogue on these cars.

CLEVELAND RUNABOUTS, \$400.

We only have a few of these left, and it is a rare opportunity, and we would advise that you place your order immediately if you desire to avail yourself of this opportunity. REMEMBER, we GUARANTEE every machine exactly as represented, and you do just as well buying by mail as though you called at our establishment.

TIMES SQUARE AUTOMOBILE CO.

164 West 46th St., New York City.
(Two doors east of Broadway.)

WANTED—SECOND HAND AUTOMOBILES FOR

W. D. GRAND'S

FIFTH

AUCTION SALE

AT THE GRAND CENTRAL PALACE, LEXINGTON AVE., 43D TO 44TH ST., NEW YORK

ON

TUESDAY, APRIL 11TH

ENTRIES SHOULD BE MADE AT ONCE TO SECURE THE ADVANTAGES OF ADVANCE ADVERTISING

ADDRESS, W. D. GRAND, 1640 BROADWAY, N. Y.

PIERCE ARROW—2-cylinder 16-hp. Dion engine; purchased last summer; has been run about three thousand miles; owner, who is now using 4-cylinder Pierce Arrow, will sell at \$1,500. Harolds, Broadway, 58th to 59th St., New York.

FOR SALE—35-hp. 4-cylinder 5 x 5 touring car, complete with lamp and tool equipment and baskets. Just refinished and overhauled. In first-class condition. Price reasonable. Have bought new car of same make. Address G. S. Zorn, care S. Zorn & Co., Louisville, Ky.

THIRTY-FIVE to FIFTY second-hand machines in stock. Send for descriptive sheet with prices. Haymarket Automobile Station, E. P. Blake, Mgr., 15-21 Hawkins st., Boston. Agents for Jackson Touring Car, Marsh Runabout, Marsh Motor Cycle. Send for catalogs.

WANTED—Competent Automobile Travelling Salesman; one who has had experience with both gasoline and electric vehicles preferred. Address P. O. Box 474, Indianapolis, Ind.

1904 COLUMBIA electric; extension Landaulet; perfect condition; run by private owner only; little used; cost \$2,500; price \$2,500. J. B. Lippincott, 229 S. 6th St., Philadelphia, Pa.

WANTED—The following back numbers of **AUTOMOBILE TOPICS**—Feb. 29, 1903, May 4, 1902. Address J. K., care **AUTOMOBILE TOPICS**, 1440 Broadway, New York City.

TO PACKARD BUYERS—We have one second-hand 22 H. P. Packard refinished throughout with headlight, side bumpers, canopy top, complete, \$2850.00. Also one Model "A" Franklin with rear deck hamper, mahogany canopy, headlights, etc., \$1200. One Cadillac Model "B", complete at \$650.00. Centaur Motor Company, Buffalo, N. Y.

Bound volumes of AUTOMOBILE TOPICS, Vol. VIII, 26 numbers, April 16 to Oct. 8, 1904 inclusive, 2040 pages, handsomely bound, \$4.00 per volume.

AUTOMOBILE TOPICS,

1440 Broadway, N. Y.

Mention "Automobile Topics" when writing.

PRESSED STEEL FRAMES

The kind that are made from the highest grade of Cold Rolled Steel under the most perfect condition of manufacture. We guarantee satisfaction. NOW is the time to consider your requirements. Send us your drawings and get our prices.

CLEVELAND CAR SPECIALTY CO.

Case Avenue and Lake St., Cleveland, Ohio



There is only one practical Speed Indicator in use to-day and that is
THE JONES SPEEDOMETER

Write for literature.

129 WEST 82d STREET, NEW YORK

Prest-O-Lite Gas Tanks

Stop your generator troubles and make the lighting question simple and absolutely satisfactory. Call on your local automobile agent for information, or send to us for catalog. Address

THE CONCENTRATED ACETYLENE CO., Indianapolis, Ind.

EDWIN ADAMS, 2031 Broadway
New York Agent



Belster Tire Inflator

Compression of cylinder does it.
Check valve takes place of spark plug.
Tube connects to tire.

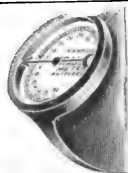
Price \$5.00. Circular?

BROWN-LIPE GEAR COMPANY
207 Geddu Street, Syracuse, N. Y.

"How Fast and How Far" THE AUTO-METER

Will tell you the miles per hour you are traveling.
Accurate. Durable. Send for Circular.

Warner Instrument Co., Beloit, Wis.
39 Cortlandt St., New York. 143 Federal St., Boston, Mass.



YANKEE GRADE METER

Price, \$7.50

Your up and down grades to 40%
always before your eyes—Accurate
and guaranteed for one year.

Everything for the Automobile
Mammoth illustrated catalog, 10c in postage.
E. J. WILLIS CO., 5 Park Place, New York



PEERLESS AUTOMOBILE ACKS

Made in two styles and five sizes. They are absolutely safe, cannot drop, are automatic, and their movements are a model of simplicity. Working handle below center raises; above center lowers. Works at any angle. No 15, like cut, for vehicles of 3 tons, height 10 inches, rise 7 inches, weight 4 1/2 lbs., price \$2.50. Express prepaid in the United States.

OLIVER MANUFACTURING CO.
206 S. Desplaines St., Chicago, Ill.

No. 15

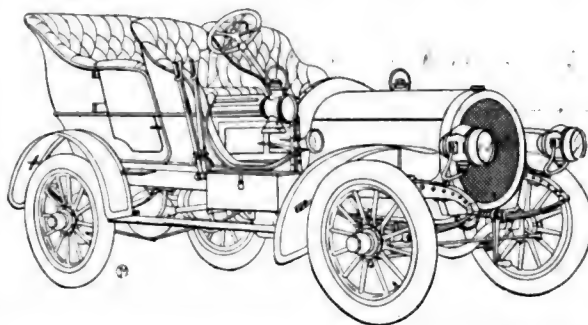
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Mention "Automobile Topics" when writing.

NATIONAL MODEL "C" GASOLINE TOURING CAR



Five passenger, side entrance body, detachable tonneau, best of finish and trimming, new round radiator, oval hood, four cylinder 4½ x5 vertical, bevel gear drive, double ball-bearing slide gear transmission—direct on high, hardened steel gears, gear-driven commutator, rear wheels revolve on double ball-bearings on outside axle tube, all weight taken off inner axle and differential, spherical gear case, internal expanding metal to metal brakes, pressed steel frame, long wheel base, engine and transmission on sub frame, double steering connections.

24-30 H.P. Price, \$2,500

National Electric, practical and simple. The most powerful electrics made. Our catalog shows every style.

St. Louis: Westminster Automobile Co., 4290 Olive St.
San Francisco: F. A. Jacobs, 1231 Market St.
Springfield, Mass.: Fowler Automobile Co.

DISTRIBUTORS

New York: Homan & Shultz Co., Broadway and Thirty-eighth St.
Chicago: Hayden Automobile Co., 1337 Michigan Ave.
Boston: Lincoff Motor Co., 153 Columbus Ave.

NATIONAL MOTOR VEHICLE CO.

1005 East Twenty-second Street

INDIANAPOLIS, INDIANA

SPLITDORF COIL The Standard Automobile Sparker. Has stood the test of time. Adopted by all first-class manufacturers. Perfect insulation has placed the Splitdorf Coil where it is to-day. Accept no cheap imitations. Splitdorf Coils are wound with pure silk covered wire. Get the best; it will prove the cheapest in the end.



F. C. SPLITDORF, 19-27 Vandewater St., New York

Victor Auto Storage Co.

**Automobile Sales, Storage
and Repair Station**

147-149 W. 55th Street
New York City

Telephone
5577 Columbus

Standard Parts For Power Trucks and Wagons

THE marked economy of power wagons for delivery, express and truck service, and their superior reliability when in reasonably intelligent hands, is so well established that those who are conversant with the facts cannot fail to see that power wagons are rapidly beginning to supersede horse service.

PARTS WE SUPPLY:

Steering Gear—complete, Front axles—complete, Hub Brakes, Chains, Sprockets, Distance Rods, Countershaft and Reduction Gears, Countershaft Brakes, Motor Hangers, Electric Motors, Controllers and Accompanying Details.

Send for Catalogs Nos. 2, 3 and 5.

Touring Car Parts—Catalogs Nos. 6, 7, 8 and 9.

FEDERAL MANUFACTURING CO., Elgin, Ohio

Selling Agent, HAYDEN EAMES,
American Trust Building, Cleveland

Mention "Automobile Topics" when writing.

CONTINUOUS RESULTS

NOT INQUIRIES

1903—1904—1905

I.

DE DIETRICH & Co.,
AUTOMOBILES.
FACTORIES
PARIS and LOUVILLE,
FRANCE.

A. LEMAITRE.
Representative
SOLE AGENT FOR THE UNITED STATES AND CANADA.
TEN EAST THIRTY-SECOND STREET,
NEW YORK.

CHAS. ARNDT
SALESMAN, NEW YORK.

NEW YORK, 25 Septembre 1905

Automobile Topics

New York

Messieurs,

Je vous remercie de la publicité faite dans votre estimable journal depuis l'apparition de nos voitures "De Dietrich" aux Etats Unis. Cette Publicité, à elle seule, m'a fait vendre plus de dix voitures dans l'espace de deux mois, représentant une valeur de plus de cent mille dollars (\$100,000)

Je vous remercie à nouveau, et vous félicite du résultat obtenu

Recevez, Messieurs, mes sincères salutations,



(Translation.)

AUTOMOBILE TOPICS, New York:

Gentlemen—I thank you for the advertisement published in your estimable paper since our cars, the "De Dietrich," have appeared in the United States. This ad.—and it alone—has enabled me to sell more than ten cars within the last two months, representing a cash trade of over one hundred thousand dollars (\$100,000).

I again thank you and congratulate you upon the result obtained.

Accept, Messieurs, my sincere salutations.

(Signed) A. LEMAITRE.

II.

HIGHEST GRADE MOTOR CARS
AND
MOTOR BOATS
—
HIGHEST AWARDS
PARIS EXPOSITION, 1900
LOUISIANA PURCHASE EXPOSITION, 1904

1 WEST 34TH STREET
OPPOSITE WALDOFF

CABLE ADDRESS, "AUTODIETRICH"
TELEPHONES: { 974 } 38TH ST.
 { 975 }
—
R. E. JARRIGE, TREAS. & GEN'L MGR.

AMERICAN DE DIETRICH MOTOR CAR CO.

SOLE AGENTS FOR UNITED STATES, CANADA, MEXICO AND CUBA

DE DIETRICH & CIE.

LICENCE TURCAT-MERY
PARIS AND LUNEVILLE, FRANCE

NEW YORK, Oct. 15, 1904

Automobile Topics
1440 Broadway
New York City

Gentlemen:—

Referring to our conversation of yesterday, I believe your idea of a touring supplement would be excellent. I wish you would reserve for me the first page for our ad. I accept the price you have told me; it is higher than I expected, but I believe that I owe you some recognition, as I have sold a good many cars through the advertisement appearing in your paper. Wishing you every success with it, I beg to remain,

Yours very truly,

R. E. JARRIGE.

III.

1ST GRAND PRIX
PARIS EXPOSITION, 1900
1ST GRAND PRIX
ST. LOUIS WORLD'S FAIR, 1904

—
MAIN OFFICE: PARIS
BRANCHES: NEW YORK
BERLIN, VIENNA
ROME, MILAN
TURIN
INDIA, BUENOS AYRES

DE DIETRICH

AMERICAN BRANCH

HIGHEST GRADE MOTOR CARS
AND
MOTOR BOATS

CABLE ADDRESS, "AUTODIETRICH"
TELEPHONES: { 974 } 38TH ST.
 { 975 }
—
FACTORY, LUNEVILLE, FRANCE

NEW YORK, March 18, 1905
14 WEST 34TH STREET

Automobile Topics
1440 Broadway
New York City

Gentlemen:—

It is only one month since I have taken charge of the management of the American Branch of the de Dietrich car. It gives me great pleasure to inform you that since that short time I have been able to trace at least four sales of our high priced cars to the efficiency of our advertisement appearing in your paper. Please find enclosed our advertisement contracts for two pages for next year.

Yours very truly,

DE DIETRICH, American Branch,

R. Mill de Brou, General Manager

Dict. RMdB

AUTO GARMENTS

OF EVERY DESCRIPTION



Gentlemen's Pure Linen Dusters, from \$3.50

Gentlemen's Waterproof Mohair Dust-Coats, from \$20.00

Gentlemen's 53-inch Long Waterproof Tan Leather Coats,
\$39.50

Cravenette Cloth Suits and Coats

*LADIES' GARMENTS IN SILK-RUBBER,
PONGEE, ETC.*

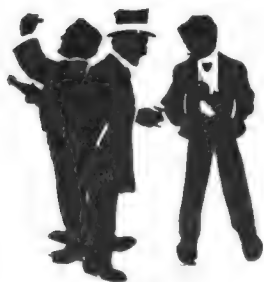
Chauffeurs' Outfits from \$25.00 in Leather or Cloth

LAP ROBES

WRITE FOR NEW CATALOGUE

SCANDINAVIAN FUR & LEATHER CO.

14-16 WEST 33d ST. (Opposite Waldorf), NEW YORK



POMMERY

CHAMPAGNE

THE STANDARD OF QUALITY

ONE REASON WHY POMMERY CHAMPAGNE MAINTAINS ITS POPULARITY WITH THOSE
WHO DEMAND THE BEST OF WINES IS THAT THE POMMERY STANDARD
OF QUALITY IS NEVER LOWERED IN ORDER TO JOIN
THE RACE FOR QUANTITY

CHARLES GRAEF & COMPANY, SOLE AGENTS
UNITED STATES, 32 Beaver Street, NEW YORK

Mention "Automobile Topics" when writing.

American and Foreign Cars

NEW AND SECOND-HAND

STORAGE AND REPAIRS

FORD PREMIER TREBERT

Open Day and Night
Telephone 5995-5996-38th St.

**THE AUTOMOBILE EXCHANGE
AND STORAGE CO.**

133, 135, 137, 139 West 38th St., New York



THE INCOMPARABLE WHITE

THE CAR FOR SERVICE

To secure the greatest pleasures from touring, you must have a car which can carry you away from the beaten highways and bring you face to face with nature. An ordinary car cannot stand the test of rough cross-country work.

The White is not an ordinary car. It goes anywhere where the ground can sustain its weight. There is no trail—no matter how stony, or sandy, or steep—which the White cannot traverse. Buy a White and see the country as you have never seen it before.

Four years of uniform success establish all the claims made in behalf of the White. Write to us for bulletin No. 8, which gives an interesting summary of automobile history.

WHITE Sewing Machine **COMPANY** Cleveland Ohio

RICHARD-BRASIER

GORDON-BENNETT CUP WINNER 1904

WE HAVE FOR
IMMEDIATE DELIVERY

Three 16 H.P. four cylinder Cars

One 24-30 H.P. four cylinder Chassis

One 16 H. P. Limousine

Order now if you wish a car for spring delivery
1905 sizes: 16, 20, 30 and 50 H. P.
Write for list of 1905 changes

Chicago Agent: Importers Co., 1421 Michigan Av.
Rhode Island Agt.: John Shepard, Jr., Providence

Ed. Kampmann & Co.
Agents and Importers
Paris

E. B. Gallaher
Gen. U. S. Sales Agent
141 W. 55th St., N.Y.

Mention "Automobile Topics" when writing.

Baker Electric

CHARACTER
REFINEMENT


*The Simplest to Run
The Safest to Use
The Cheapest to Keep*

New York Agency
C. B. RICE
1790 Broadway cor. 58th Street




The Baker Imperial

THE BAKER MOTOR VEHICLE CO.
CLEVELAND, OHIO



CONTINENTAL TIRES



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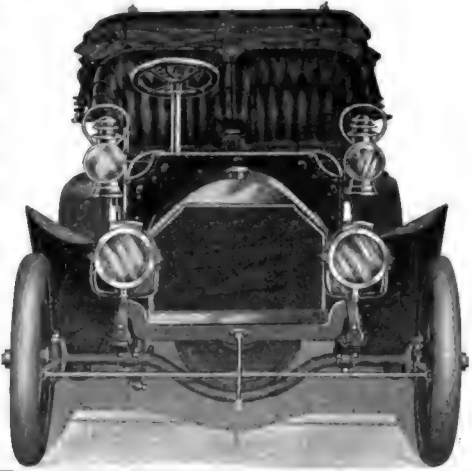
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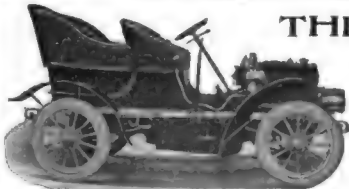
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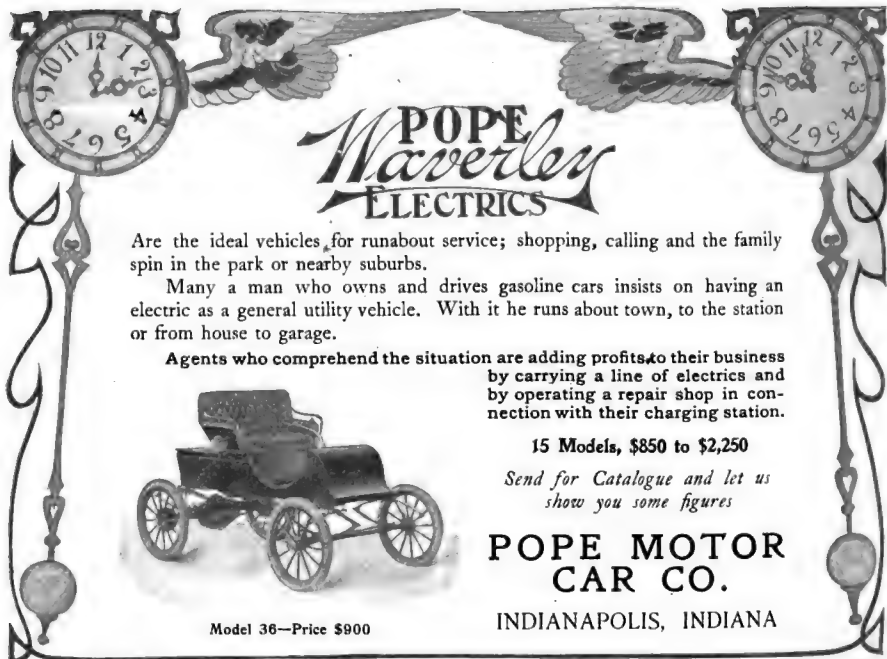
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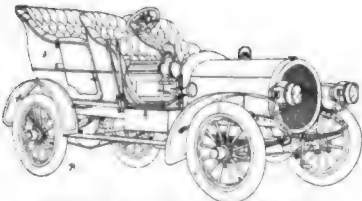
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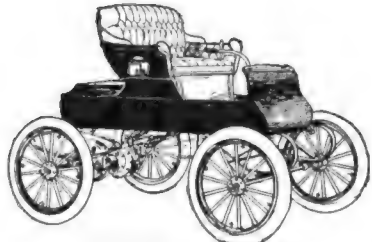
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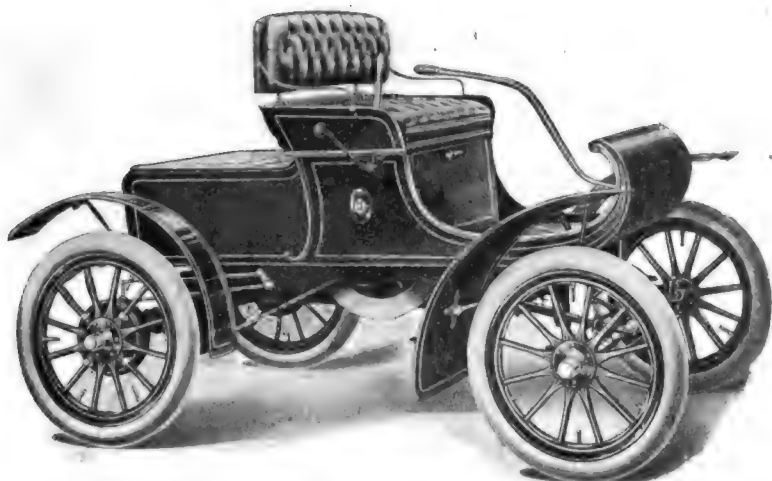
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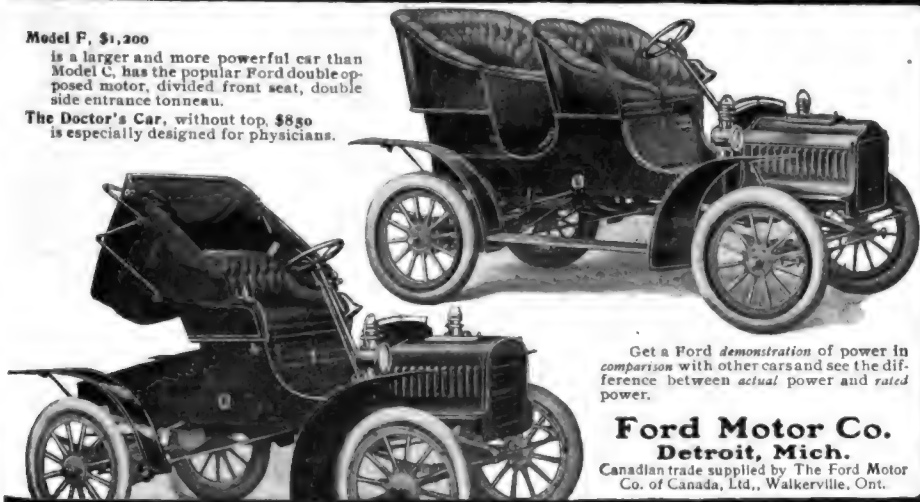
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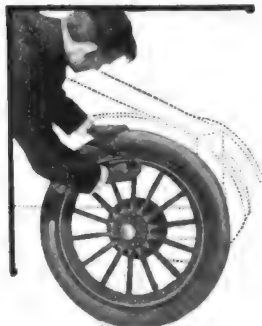
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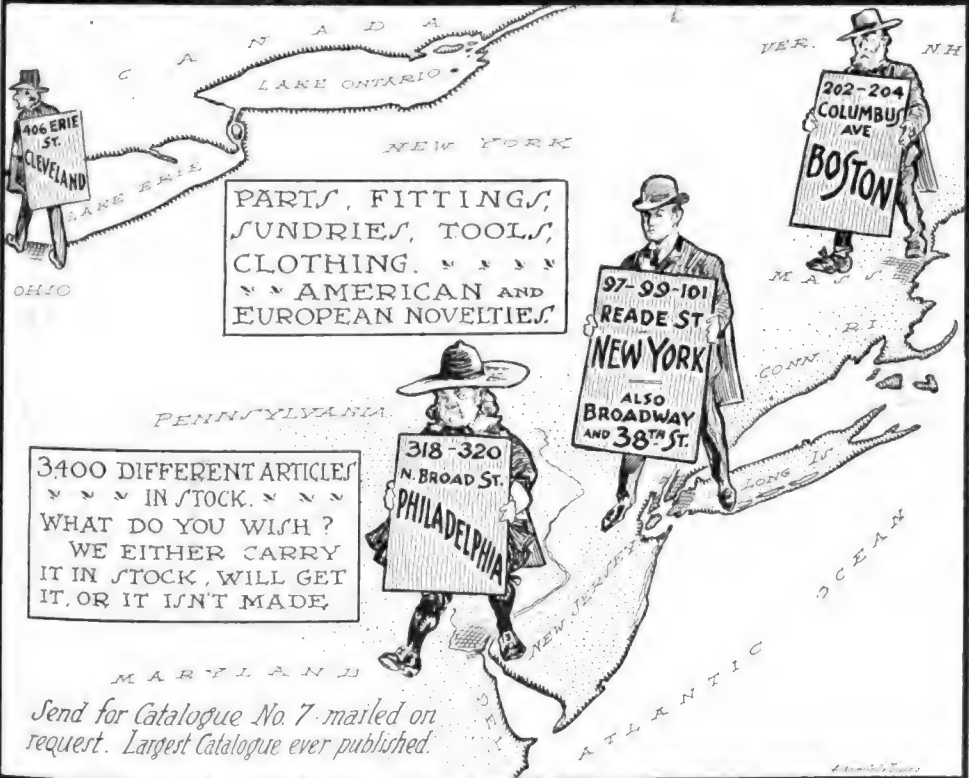
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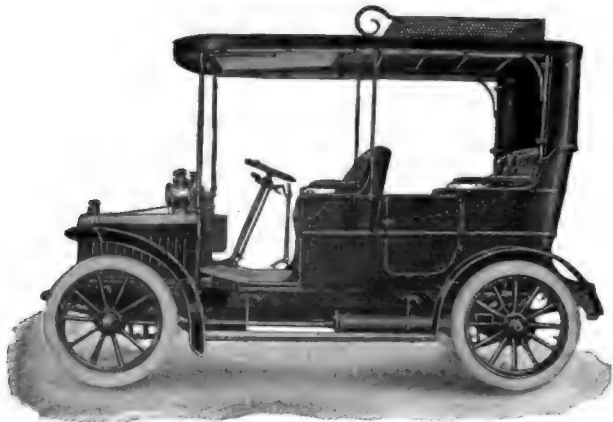
The Locomobile Company of America, Bridgeport, Conn.

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3,450 miles (5,580 kilometers), without stopping the motor on the worst roads. World's Record. Car driven by Mr. F. A. LA ROCHE.

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HAVING sold the controlling interest in the American De Dietrich Motor Car Co., I hereby notify my friends and clients that I have opened an office in New York City at No. 41 West 33d St., to deal in all high-grade foreign Motor Cars at original catalogue prices, plus duty and freight, Motor Boats and Motor Car Supplies.

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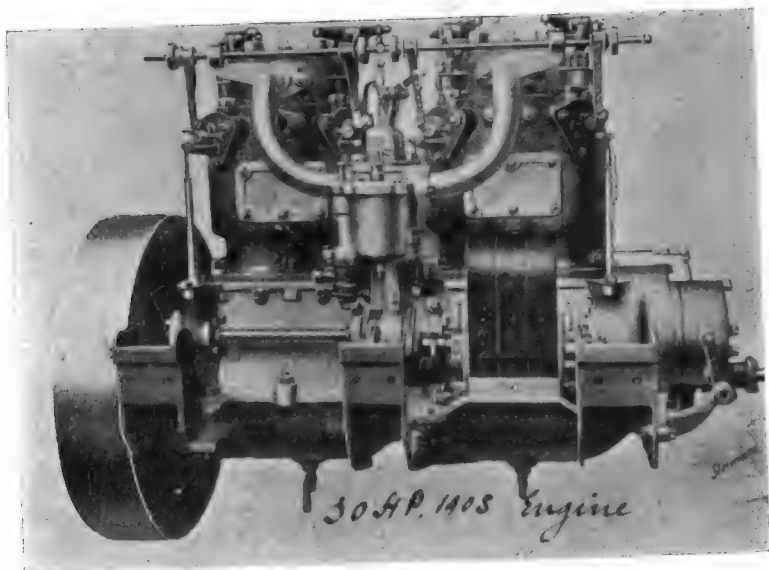
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Automobile Topics

Illustrated

VOL. IX.

APRIL 8, 1905.

NO. 26

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"TUT, TUT! I HAVE A WITNESS, I TELL YOU"

The Witness In the Way, page 2000

Automobile Topics

Illustrated.

VOL. IX.

APRIL 8, 1905.

No. 26



NOTHING more highly commendable is on record than the action of the Lakewood Motor Club in calling off its racing tournament because it did not want to prejudice the cause of automobilists generally in the State of New Jersey. It is well understood that the failure to pass of the bill authorizing local officials to permit racing, did not necessarily prevent the racing

tournament. Permission for the races had already been obtained, and there was no likelihood of interference, although the local authorities were acting in defiance of the State law. Under such circumstances, it was an act of self-denial and magnanimity to call off the affair in order not to create ill will against automobilists.

ANOTHER of those acts which go toward proving that the majority of automobilists are law-abiding and sincere in denouncing the offenses of the few against the speed law, was the adoption by the Automobile Club of America of the resolution that the fines of chauffeurs should not be paid by owners when the law is violated by the chauffeur driving on his own account. It is such things as this, and the self-denying action of the Lakewood Motor Club, that will raise auto-

AUTOMOBILE TOPICS

mobilists in popular esteem and bring about more speedily that era of good feeling and understanding which AUTOMOBILE TOPICS is fond of predicting is to come.

It would seem as if the gasolene regulations in New York are a subject serious enough to interest automobilists at large, especially those not members of the Automobile Club of America. The proposed amendments are so restrictive that, if adopted, they will seriously embarrass automobilists in the matter of being able to get gasolene at many places. The places where this all-essential fuel can be obtained are not now distributed about any too widely, and a reduction in the number of places where it can be obtained will be a great inconvenience. The dangers from gasolene are considerably exaggerated. It is not inflammable, nor can it be exploded by detonation. Its vapor must be mixed with air to form a combustible gas. The amount of damage caused by it is not nearly so great as that caused by other explosives, the handling of which is not so restricted. The individual automobilists should help the dealers in their fight against the restricting amendments. They should attend the hearing on the subject next week. The dealers should urge their customers to do this.

It is written that "their young men shall see visions and their old men shall dream dreams." Without criticism of the prophets, it may be added that there are some who are not young men, nor yet old men, who cannot, without libel of the race, be called men at all, who are subjected to hallucinations of wonderful grotesqueness. One of these, who gets out weekly a folded circular full of sputterings, written not wisely, nor yet well, for the entertainment of himself and a few café friends, is the victim of a chronic Potter nightmare. Every once in a while he comes to with a start and seeks to detail a horrible attack of "seeing things," in which Mr. Potter is arranging the overthrow of the universe, and especially the A. A. A. corner of it. Now he has one person in league with him, and then another. The personalities of the conspirators change rapidly, as they do in dreams. Next week it is as likely to be President Lee, of the A. A. A., or Hetty Green, or the dreamer's own nurse, who is in league with Potter, as it is to be anyone else. Potterism is the particular pink monkey that sits on the unfortunate's chest, and in connection with it all absurdities seem real. The visions seem too weird to be any longer attributed to liquor alone. They are more like the effects of drugs.

LAST year Long Island had a monopoly as the breeding ground of automobile speedway projects, but this year New Jersey is throwing it into total eclipse.

MANY great men have been producers of an illegible chirography, so never mind if this seems too good to keep out of print, "Uncle John." It is related of Wetmore, the friend of everyone, who has office quarters with Alfred Reeves, that one day he went out of town, hastily leaving a note for Mr. Reeves, in an envelope marked "important." Mr. Reeves could make out a word here and there, but not a complete sentence in the whole communication. He showed the remarkable epistle to several mutual friends who came in, and with the help of one and another, all of the note, except the last line, was deciphered. When next Mr. Reeves saw Mr. Wetmore he told him that with the help of a dozen he had translated all

AUTOMOBILE TOPICS

except the last line, and asked the author to read that for him. "Uncle John" looked unutterably weary as he said: "That last line says, 'This is strictly confidential.'"

WHY should the Automobile Club of America appear before the public in the light of being a body of men who are, or expect to be, the cause of many accidents on the road? This certainly is the light in which the club appears by having a physician lecture before it on what to do in case of accident. Such an event would make an excellent subject for a grisly cartoon in one of the yellow journals. It is only a step removed from having a list of drugs and splints and surgeon's instruments made out for each automobilist to carry about.

SIDNEY BOWMAN is keeping company with Captain T. S. Baldwin, the airship man. Sidney always was forehanded. He had a grasp on the steering wheel of a motor car while yet one foot was on a bicycle pedal.

How puerile seem the much vaunted achievements of the automobile as a speed machine when compared to some insects and animals. There is the common flea, for example. A learned and mathematical German has calculated that this ubiquitous and industrious insect is the quickest of all living organisms—a statement which any one who has had much experience in hunting fleas will readily believe. Its maximum speed, the German savant finds, is 300 yards per second. Next to the flea comes the African jumping rat, with a speed of 270 yards. Beside these phenomenal feats the puny efforts of the fastest automobile pale into insignificance. Even Bowden, in his meteoric flight on the Florida sands, failed to reach 60 yards a second. It is to be feared that we shall never catch up with the flea in its peregrinations. But there is one satisfaction: We have the snail beaten all hollow. Our German friend puts his speed (?) at about 15 inches per hour.

APROPOS of the discussion among English motorists as to which breed makes the best automobile watch dog, it is a shrewd move to turn the canine from a pest into a protector of motorists. The yelping, snarling cur on the road is an unmitigated nuisance; on the seat of a standing car, a faithful keeper of watch and ward, he is indeed metamorphosed.

THREE hundred automobiles a week are being registered at the office of the Secretary of State, Albany, N. Y. The number of cars now registered is 17,000.

LIKE mother, like son, is a new version of the old adage in the case of the queen mother of Spain. She has ordered a 20-hp. car for her own use, and will accompany him on many of the trips he is so fond of making.

How closely France guards her supremacy as an automobile builder is shown by a recent action. The Municipal Council of Paris has decided to publish a motor-car primer, which is to be distributed among all the schools, and will form one of the courses of lessons. Now that all the technical schools have motor classes, any French lad can obtain free instruction in automobile mechanics.

Are A. C. A. House Plans Wrong?

TWO men whose knowledge of such matters is of the expert variety, inasmuch as they are prominent dealers, who have planned garages and had them built, are of the opinion that a serious miscalculation has been made in the plans for the new house of the Automobile Club of America that is to be built on West Fifty-fourth street, New York, between Broadway and Eighth avenue.

The purpose is to have garage accommodations for three hundred cars, and the plans have been drawn, passed upon and accepted, with the storage space on the several floors all allotted. The space allowed, according to the experts, will not yield accommodations for three hundred cars, nor for hardly more than one hundred. In their opinion a mistake has been made through proceeding theoretically and figuring it all out on paper that so many square feet will accommodate so many cars, whereas experience teaches otherwise.

This would seem to be a matter in which the counsel of men with experience in building garages should have been sought, and if the opinions of the men who criticize is correct, it will mean a serious delay and trouble in altering the plans.

As yet the plans have not been made public, having been in charge of the building committee, headed by A. R. Shattuck, but they have been finally revised and have been seen by several persons, whose names, for obvious reasons, may not be mentioned.

The beginning of work on the new building is not far off, as the demolition of the houses now on the property began on Monday of this week, and there is now a gaping void where recently stood a row of fine residences.

Hearing for Dealers on Gasolene Regulations

PROMISING progress was made by the New York Automobile Trade Association in its fight against the proposed drastic amendments to the gasolene regulations.

Originally it was not a part of the plan of the explosive commission to have any public hearing on the subject, but the determined attitude of the dealers and their indignation at their wants having been so ably misrepresented in the interests of the Automobile Club of America, as was told by AUTOMOBILE TOPICS exclusively last week, have had effect, and a hearing will be granted.

After an interview with the explosive commission, on Tuesday, the representatives of the trade association were told to file a brief of their views on the regulations on Thursday of this week, and that a hearing would be granted them some day next week.

Charles Thaddeus Terry, counsel for the association, went to work at once preparing an exhaustive brief.

OWING to pressure of business, Angus Sinclair has resigned as director of the New York Motor Club, and E. B. Gray has been elected in his stead. Mr. Gray is an engineer of wide reputation, and has since the incorporation of the club been a member of the Technical Committee, of which Professor F. R. Hutton, Columbia University, recently became a member.

No Racing Carnival at Lakewood

THE tournament of races on the road that were to be held at Lakewood, N. J., April 25-29, were declared off yesterday. The reason for the action was a commendable considerateness for the interests of automobilists in the State of New Jersey. All the necessary permissions from the townships had been obtained, and it had been arranged to close the road to be used, so that it would have been quite possible to have held the races. As the bill authorizing local authorities to suspend the speed limit failed to pass the New Jersey Legislature, however, because of a misunderstanding, or a fear on the part of some of the Senate members that it would lead to frequent horse racing on the highways, the Lakewood Motor Club decided that if it held the races it might prejudice the interests of automobilists throughout the State, by creating more feeling against them.

Glidden Tour Begins July 11

AUGUSTUS POST, chairman of the touring committee of the American Automobile Association, announced on last Tuesday the date of the tour for the Glidden international touring trophy. It will begin on July 11. The run will last two weeks and about 1,000 miles will be traversed.

The tour will be in charge of an international commission, and will be open to all. France has appointed Wm. K. Vanderbilt, Jr., as its representative in the commission, and England has appointed Mr. McQuestin, of Boston, who is a member of the British club. The A. A. A. will be represented by President Elliott C. Lee, and the Automobile Club of America by President Dave H. Morris.

The first day's run will be to Hartford. The second day's will be to Boston. The third day will be devoted to a 100-mile run around Boston, and the fourth day will carry the tourists to Rochester. On the fifth day the participants will tour to the White Mountains, where Sunday, and perhaps two days, will be spent in touring that district, after which the return to New York will be made, via Worcester, Pittsfield, Poughkeepsie and Hudson River Valley.

Importers Protest at Being Shut Out

OPPPOSITION to the declared intention of the Automobile Club of France to select the team to represent it in the Vanderbilt race from the five cars making the best showing in the eliminating trials for the Bennett race, thus shutting out American competitors, has become very strong among the importers of French cars in this country. A number of these importers have drawn up a series of resolutions condemning the plan, and will submit it to the Vanderbilt race commission. In these resolutions they point to the fact that last year's race owed much of its success to the efforts of importers of French cars, and that the proposed method of selection will give preference to professional over "gentlemen" drivers, refer to the closing of the entries for the Bennett race, and ask the good offices of the commission in bringing about such changes as will enable American owners of French cars to enter them in the French eliminating trials.

Details of New York Parade, May 27

AUTOMOBILE TOPICS, in its issue of last week, was first to announce the news that a parade would be held this year by the Automobile Club of America. The date for it and most important details have now been decided upon by the tours and runs committee of the club, of which M. M. Belding, Jr., is chairman, and R. L. Morrell, C. H. Gillette, A. A. Post, E. T. Birdsall, Captain Homer W. Hedge and A. H. Whiting are members.

The parade will be held on the afternoon of May 27 and it will differ from that of last year in the fact that a strict line will be drawn, so that pleasure vehicles only will be eligible and delivery wagons and trucks will be barred.

Municipal officials and prominent citizens will be invited to participate as guests and the interest that is being manifested gives promise of resulting in a fine affair.

The parade will form at Washington Square, and start from there up Fifth avenue. The route in detail will be north on Fifth avenue to One Hundred and Eleventh street, thence west to Seventh avenue, south to One Hundred and Tenth street, west to Riverside Drive, north to and around Grant's Tomb, south to Seventy-second street, east to Broadway and south to Sixty-fifth street, where it will disband.

The vehicles participating will be separated into five divisions, with M. M. Belding, Jr., grand marshal of all, and Captain Homer W. Hedge as his aide. The divisions, with their respective chiefs, will be:

First Division—American gasoline touring cars; Robert Lee Morrell, marshal.

Second Division—American gasoline runabouts; C. H. Gillette, marshal.

Third Division—Foreign cars of all types; E. T. Birdsall, marshal.

Fourth Division—Steam vehicles; Augustus Post, marshal.

Fifth Division—Electric vehicles; A. H. Whiting, marshal.

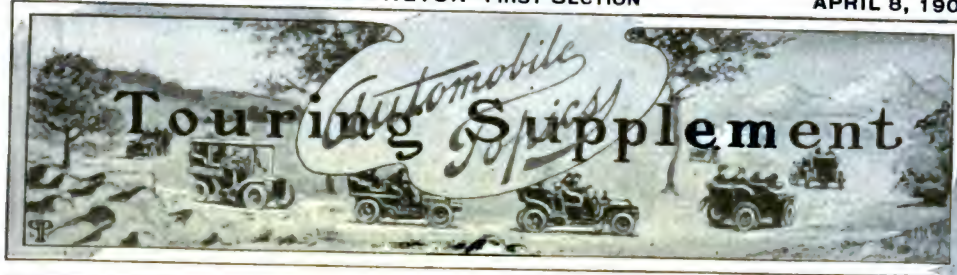
To Discourage Chauffeurs of Fast Habits

A VERY practical step toward checking chauffeurs in their practice of speeding cars when their owners are not with them, was taken by the governors of the Automobile Club of America at a meeting held on Tuesday night of this week. This was the adoption of the following resolution, which, it is believed, will be heeded by the members:

"That whereas it is against the policy of the Automobile Club of America for members to pay fines of chauffeurs arrested for exceeding speed limits when driving the cars without the presence of the owner; thereby, be it

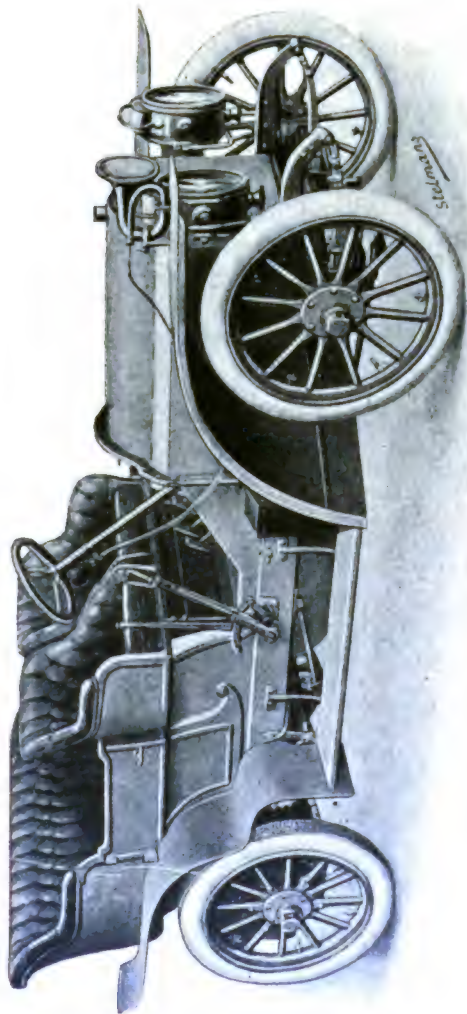
Resolved, That members of the Automobile Club of America be requested not to pay the fines of chauffeurs arrested under such circumstances."

Other business transacted at the meeting was the addition of the name of W. H. Page, Jr., to the law committee, and the election of the following applicants to membership: George W. Perkins, De Lancy Nicoll, E. H. R. Green, John Sherman Hoyt, C. H. Platt, Arthur W. Eager, Justus D. Anderson, George Sheffield, Mark S. Willing, Maurice C. Steinbach, J. Ralph Jacoby, A. W. Teele,



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The Most Silent The Fastest on the Market

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1½ WEST 34th STREET, NEW YORK

R. M. de BROU, Manager

Telephone 974, 38th St.
975

Mention "Automobile Topics" when writing.

New York to Washington

First Section—New York to Philadelphia

NO better time for visiting Washington can be found than in the Spring. Then the National Capital is at its best, the weather is ideal and the roads have emerged from their condition of miriness, without becoming inches deep as they do in the Summer.

The route here given is slightly more than 300 miles in length. It is selected in preference to more direct ones, because it, and especially that portion between Philadelphia and Washington, is over better roads and traverses a country more beautiful, diversified and replete with historical associations than the direct and most travelled one. Upon leaving Philadelphia a westerly course is followed until within a few miles from Gettysburg, thence striking in a southerly direction until Baltimore is reached.

The first of the three sections takes the tourist to Philadelphia. Here, also, a longer, but by general consent the most pleasant, route is given—that through Staten Island and across New Jersey to New Brunswick and Trenton, over roads that afford splendid going nearly every inch of the way. From Trenton the journey is continued on the Jersey side of the Delaware River instead of crossing into Pennsylvania, as although the distance is greater the drive is a much more interesting one.

The details covering the first section—New York to Philadelphia—are as follows:

Take boat for Staten Island at Whitehall street ferry to

ST. GEORGE, STATEN ISLAND (5 miles).

Follow South Shore road to the Marine Hospital in Clifton, where turn sharp right into Vanderbilt avenue. Follow to the end of this avenue, and turn left into Richmond road, which follow direct to

NEW DORP (11.5 miles).

Turn left into the Amboy road, and follow it direct to

TOTTENVILLE (12.5 miles).

Turn right on Totten street to the ferry; cross ferry to

PERTH AMBOY (20.5 miles).

From the ferry go straight out for three blocks to the fork; take the right fork, which leads into the highway to

METUCHEN (26.5 miles).

At the railroad station cross to the left over the tracks, and then turn right into the main road, which leads direct to

NEW BRUNSWICK (32 miles).

Second Section—New Brunswick to Trenton. Continue up Albany street, and just beyond the Mansion House turn left into George street, which follow past monument to Commercial avenue (wide street). Turn right into this avenue, and follow for three-quarters of a mile; then turn left, and follow poles into Cranbury turnpike; follow turnpike passing south of Deans, to

DAYTON (42 miles).

Continue straight ahead on the turnpike to

CRANBURY (47 miles).

Straight ahead to

HIGHTSTOWN (50 miles).

At the fountain, in the center of the town, take right fork, and follow railroad to

WINDSOR (53.5 miles).

Turn sharp right at the railroad station,

and cross the tracks; then straight ahead to

EDINBURG (56 miles).

Turn sharp left, and follow main road (macadam) to

MERCERVILLE (60 miles).

One-half mile beyond the tavern at Mercerville take the right fork to the Fair Grounds. Turn left into Greenwood avenue (trolley tracks on side), and follow to a refreshment pavilion on left side. To go into city of Trenton continue on Greenwood avenue.

TRENTON (64 miles).

Third Section—Trenton to Philadelphia. For direct road, cutting out of city of Trenton, turn left at pavilion mentioned above, into Chambers street, which follow to North Broad street (trolley in center), and turn left to

WHITE HORSE (68 miles).

At hotel turn right, down grade, and follow trolley to

BORDENTOWN (71 miles).

Turn sharp left into Main street, and, where trolley turns, continue straight ahead. At forks, take right fork direct to

COLUMBUS (76.5 miles).

At the hotel, turn sharp right, and follow

straight road to

BURLINGTON (83.5 miles).

Do not go to center of town, but keep to the left, and at the end of road keep still

further left into Camden turnpike to

COOPERSTOWN (86.5 miles).

Continue direct on turnpike to

BRIDGEBORO (88.5 miles).

Straight ahead to

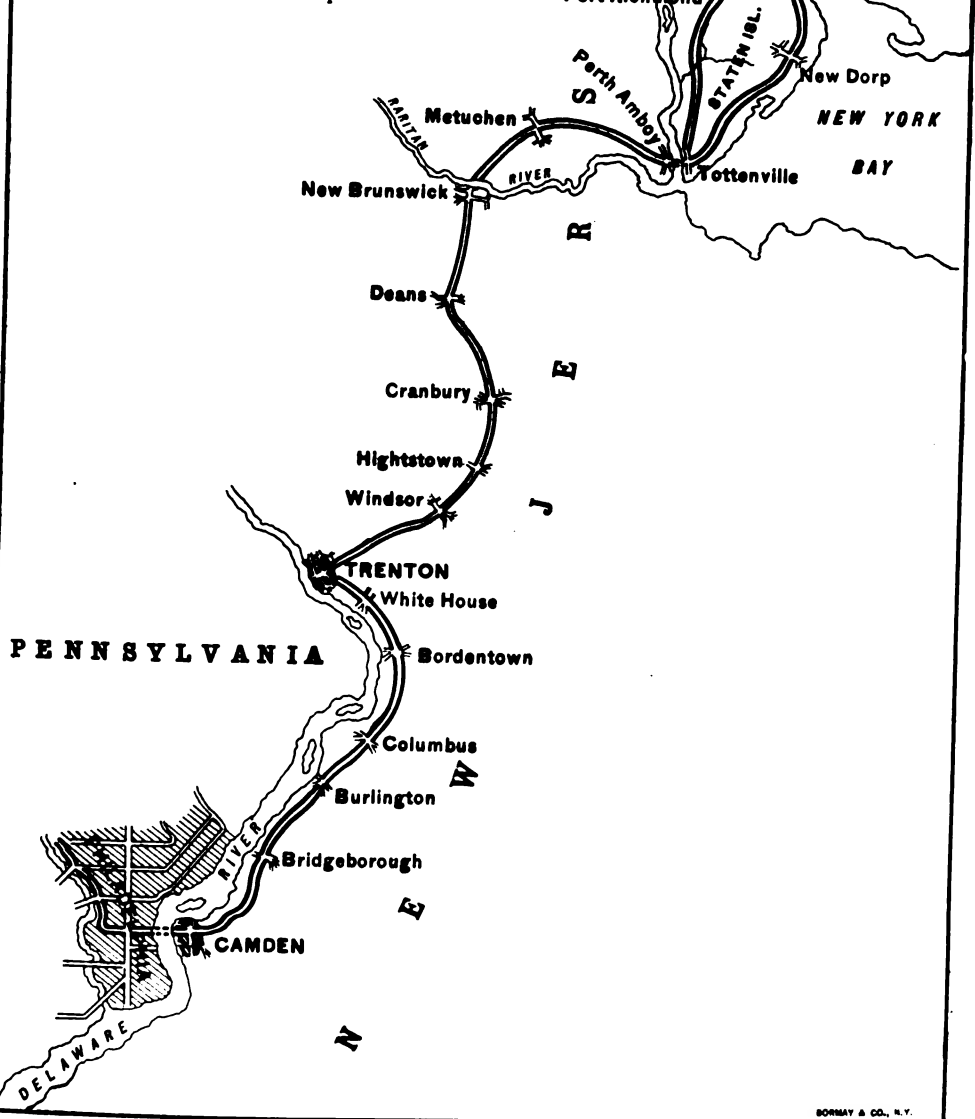
CAMDEN (101 miles).

Turn right into Westfield avenue, and Market street to Market street ferry, to Philadelphia; straight up Market street to City Hall.

PHILADELPHIA (102 miles).

From New York to Washington

First Section—New York
to Philadelphia



BORMAY & CO., N.Y.

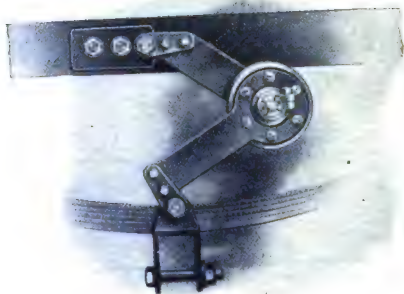
Table d'Hôte, \$1.50
Specialties a la Carte

CABE DES BEAUX-ARTS
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BRYANT PARK SOUTH

Suppers delightfully served
Three Orchestras

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Adopted By

Geo. N. Pierce Co. (Awarded the Grand Prize at St. Louis).

F. I. A. T. (Highest long distance speed ever attained by any vehicle).

Richard-Brasier (Winner Gordon Bennett Cup 1904).

Peugeot (Decorated at Paris Salon by President Loubet).

For sale by all dealers.

Increases the speed.

Prevents lost traction.

Doubles the life of the tires.

Absolutely prevents breaking of springs.

Makes cobble-stones and rough roads seem like asphalt.

Enables cars to run over roads at highest speed, which could not be negotiated at all without it.

Endorsed by all prominent engineers the world over.

Won all prominent races during 1904, including Gordon Bennett Cup.

Won World's Record for 100 miles and 50 miles at Ormond, Fla., 1905.

Nobody who owns a car of any type can afford to be without it.

Write us and we will prove all these statements.

Money cheerfully refunded if it does not do all we claim.

What more can you ask for one device?

**Price per complete set of four
suspensions, \$60.00**

Applied at our factory, No. 390 Hudson St., N. Y. City, for \$10 additional

HARTFORD SUSPENSION CO.

67 Vestry Street

Edward V. Hartford, President.

NEW YORK

Mention "Automobile Topics" when writing.

AUTOMOBILE TOPICS

Harry J. Luce, G. R. McLane, George Huhn, I. N. Spielberg, Rawson Underhill, Edward Ryerson, Gilmer Clapp and Harry Harpley.

A communication was read from the sports committee of the Automobile Club of France, announcing that July 5 had been set as the date for the Bennett cup race, as was published in AUTOMOBILE TOPICS last week.

Those present at the meeting were: Dave H. Morris, president; Winthrop E. Scarritt, John Jacob Astor, Emerson Brooks, Melville D. Chapman and William Pierson Hamilton.

Motor Boat Gregory Crosses Atlantic

WORD was received from Ponta Delgada, Azores Islands, on Tuesday, that Lewis Nixon's motor boat Gregory had reached that port in safety, thus completing its voyage across the Atlantic. It is the intention of Mr. Nixon to enter the Gregory in the Algiers-Toulon and other races at the motor boat meeting at Monaco, which begins on Sunday, April 9.

The achievement of the Gregory puts at rest all doubt regarding the possibility of crossing the Atlantic in a motor boat. She started from New York on January 5, to make a trip to Europe by the southern route, but returned disabled to Greenport, L. I., on January 8. She subsequently resumed her trip, and reached Hamilton, Bermuda, on February 16, in good shape, although she encountered squally weather in crossing the Gulf Stream. A few days later she started from Bermuda for Gibraltar, but again was compelled to return in a disabled condition. After effecting repairs she again left Hamilton a week ago, and has succeeded in covering the worst part of her voyage.

Independents First Declined Sperry Patent

CONCERNING the Sperry ignition patent, of which various stories have been afloat, it now transpires that the independent makers first had an option of purchase on it, and declined, before the licensed association got its option. Harold O. Smith, of Indianapolis, is the representative of the independents who is said to have held the option, and he obtained it through A. L. Garford, of Cleveland.

Jersey's Plank Road to be Improved

IMPROVEMENTS calling for an expenditure of about \$800,000 for the betterment of the infamous Plank Road between Jersey City and Newark, N. J., have been practically decided upon. The plans call for the widening of the road to 100 feet over its entire length, beginning from the Jersey City end of the Hackensack bridge, and continuing through until it meets Bowery street in Newark. The project has been on foot for the last three or four years, and it is estimated that its cost will be about \$800,000, and of this sum about \$300,000 will go for the erection of the Passaic River bridge.



SPRINGTIME SCENE IN CENTRAL PARK, NEW YORK

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Springtime Outpouring of Motorists Continues

WHATEVER doubt may have been entertained in some quarters regarding the success of the present automobile season, was dissipated by the outswarming of motorists which occurred last week, and even part of this week. Had it been known that the week of perfect weather was to end on Saturday last, and be succeeded by fickle and changeable days, no more universal rush to take advantage of it could have been made than actually took place. The rush to the stores and garages and to the park and country roads continued without the slightest abatement; in fact, it seemed to become intensified, to gather force as the week drew to a close, until some of the marts where automobiles are dispensed, bore a resemblance to popular stores where bargain counter sales had been advertised. Such a scramble to inspect, try and buy cars has never been seen. At some of the stores it swept salesmen off their feet, and they wore themselves out in futile attempts to wait on two or three customers at a time.

On Saturday there were indications of a change of weather. The sun still shone, but the temperature dropped and a stiff wind arose. It had not the slightest effect in checking the tide of automobilists, however, and wherever there was a store or garage there was a scene of activity. On Sunday, too, although the day was one of the typical March kind, the roads were thronged with automobiles hastening to myriad destinations. There were all sorts and conditions of cars. The new ones, however, were much more numerous, and made plain the fact of the depletion of stores that the empty places spoke of so eloquently. Glistening in the sunlight, touring cars, most of them without even canopy tops, and all of them filled with laughing, chatting pleasure-seekers, bowled along merrily, leaving clouds of dust in their wake as a reminder of the two weeks' dry spell.

The present week has been one of ups and downs. When the sun shone, buyers were again out in force, in spite of the fact that on Monday the thermometer almost touched the freezing point. They found it harder to conclude bargains for cars to be delivered immediately. Pending generous shipments from the factories, which are promised without delay, there must be a slight let up in the volume of this class of business, and wise buyers are hastening to get in their orders on the best possible terms as regards deliveries.

Last of the British Shows

THE last of the British shows—that known as the Cordingley Show, and held at Agricultural Hall, London—came to an end on March 25, having been open one week. In point of size it compared favorably with any of the other 1905 shows; but there were many notable absentees among the British and French makers, their absention being compensated for, at least in part, by the big showing of industrial vehicles. These showed the wonderful strides the industry has made in Great Britain, strides so great that the passing of the horse is freely predicted.

There was an almost entire lack of novelty at the show, due to the fact that practically all the cars had been exhibited previously.

L'Hommedieu Bill Gets its Quietus

VIGOROUS and, as it proved, effective protests against the L'Hommedieu tax bill now before the New York Legislature, were made last week, when a hearing on it was granted by the committee on taxation. At the conclusion of the hearing, Chairman Lewis said that the committee would postpone action on it. Senator L'Hommedieu said he would amend it.

The hearing was attended by O. A. Quale, of Albany, representing the New York State Association of Automobile Clubs; E. T. Elmore, of Troy; Secretary Butler, of the Automobile Club of America, and others. In its present form the bill, which levies a tax of \$2 per horse power on cars over 10 hp., was vehemently denounced. Some of the speakers, however, went so far as to say that automobilists are not opposed to a tax, if the revenue is applied to the improvement of the roads. In reply, Senator L'Hommedieu said:

"I find that at present there is no satisfactory way of determining the horse power of a machine, and this might lead to an evasion of the law. I understand there is a device for finding out just what the power is, and I shall amend the bill to meet this condition. I have also agreed to amend the bill so as to include all automobiles. Instead of a tax of \$2 a horse power on vehicles of more than 10 hp., I shall provide for a tax of \$1 a horse power without exemptions. It will also be provided that automobiles shall not be subjected to any other taxation."

New Jersey's Amended Law

WHEN the session of the New Jersey Legislature came to a close last week, only one of the avalanche of bills that had been introduced had secured passage in both houses. That was the substitute for the Scovel bill, the latter having been amended and stripped of many of its objectionable features through the efforts of Jas. B. Dill and other New Jersey automobilists. It now goes to the Governor for signature; this is expected to follow, in which case the bill will become effective June 1.

The measure provides that every automobile owner desirous of traveling over a New Jersey road, shall file with the Secretary of State a declaration that he is competent to drive the machine, giving his name and address, the name and mark of the maker, and other description of the car. Manufacturers and dealers may obtain a single certificate for all the machines in their possession.

License numbers must be displayed on front and back of all machines. License numbers of other States must not be exposed so as to confuse observers. Machines must carry two lights, white showing to the front, and one light, red, showing to the rear, arranged to illuminate the license numbers. Good brakes, bells, horns or other devices must be provided.

The rate of one mile in three minutes may be maintained, but drivers must always regulate their speed to comply with the requirements of public safety. Offenders against the speed limit may be arrested without warrant, and all offenders may be stopped by officers without warrants and may be arrested if they refuse to give names, addresses, and other information asked. Violations are to be

AUTOMOBILE TOPICS

punishable by fines not exceeding \$100, and, in default of payment, imprisonment not exceeding thirty days.

Among the bills which failed of passage was one requiring the licensing of all chauffeurs and forbidding persons under sixteen years old running machines; also one which made it a misdemeanor for chauffeurs to take out automobiles without the consent and presence of the owner, and one to authorize racing on public roads, under the direction of the township committees. The last was the measure introduced at the request of the Lakewood Motor Club.

Pennsylvanians Agree on Law

DECIDED progress was made last week in the direction of reaching a satisfactory agreement on the proposed changes in the automobile laws of Pennsylvania. A meeting was held at the State House, in Harrisburg, at which automobilists from all parts of the State were well represented. After a long discussion a draft of a new measure, to take the place of the Grim bill now before the Legislature, which amends the present law, was made, and it is expected that it will pass. The worst feature of the new draft is found in the speed clause. The maximum speed in cities and boroughs is fixed at six miles an hour. Strong efforts are being made to increase this absurdly low figure to ten miles.

The chief provisions of the amended measure are as follows: It is provided that no automobile shall be operated in the State until the operator shall have procured a license from the State Highway Department. No license shall be granted to any person who is under eighteen years of age. Each license shall cost \$3, and the tags giving the number, to be placed on every machine, shall not be less than five inches in height. The number must be shown on the back and front of each machine. The speed on the public highways, or inside of the corporate limits of cities and boroughs, shall not be more than six miles an hour, and outside of the corporate limits twenty miles an hour. Signs are to be posted in thickly settled townships of the first class, that upon sharp curves, sharp declines, upon the immediate approach of any person or team, or while passing from the rear of any team, and at the intersection of any cross roads, the speed shall not exceed ten miles an hour. The license numbers shall be lighted at night so that they can be plainly seen. Violations of the act are punishable as follows: For first offense, \$10, and ten days' imprisonment if the fine is not paid; second offense, \$25 fine or revocation of license for thirty days if the fine is not paid.

Under this law it will be necessary for all automobile tourists from other States to take out a license to travel through Pennsylvania.

"What To Do In Case of Accident"

ON Tuesday night, before a small but representative assemblage of members, in the rooms of the Automobile Club of America, John A. Hartwell delivered a lecture on "What to Do in Case of Accident." It was a sort of "first aid to the injured" discourse, with special attention to the injuries apt to be inflicted by automobiles.

Wishes Not Horses, But Orphans May Ride

THAT big-hearted enthusiast, W. J. Morgan, who never is happy unless working out some new scheme, is now busy arranging to give the orphan children of New York City an automobile outing on June 7. "Senator" Morgan, remembering the delight of a party of asylum children who were casually given a short ride, on the occasion of escorting a trans-continental tourist into the city, a couple of years ago, began a fortnight ago to urge that there should be an "Orphans' Day" this Summer, and that all automobilists should vie with one another in contributing to the pleasure of the unfortunate children. He was made happy last week by the New York Motor Club taking up the idea. The directors voted to carry out the project, and the next day Mr. Morgan and S. A. Miles, vice-president of the club, began visiting the various institutions to get the approval of their officers.

It is proposed to call on all owners of automobiles and all garage keepers and dealers of the metropolitan district to contribute their cars. A thousand cars, at the lowest estimate, are hoped for. For the most part, they will be driven by their owners, who will vie with one another in the entertainment of the little ones. The present plan is for a monster run over the uptown boulevards, with luncheon in Central Park, to be followed by a trip to Coney Island and a round of Luna Park, Dreamland and the other amusement resorts. Besides the joy they will give to several thousand orphans, the automobilists will win tens of thousands of friends all over the country; for it is more than likely that New York's example of an annual "Orphans' Day" will be followed in other cities.

French Club Race Matters

IN addition to fixing July 5 as the date for the running of the Bennett cup race, as announced in these columns last week, the Automobile Club of France has announced the time for holding the eliminating trials, to be held to select a team of three cars. June 15 is the day selected for these trials.

As a result of fresh entries made, all the big makers have qualified for the trials except the Mors Company. The Hotchkiss and De Dietrich people came into the fold last week. Entries closed April 1.

The Automobile Club de France has also decided to choose five automobiles to represent it in the Vanderbilt cup race. These five will be those which make the best showing in the eliminating trials for the international cup. This decision has been taken in view of the large number of entries for the great American contest.

It has been discovered that an awkward difficulty exists in regard to the cup course. On the first official tour of inspection of the Auvergne circuit, undertaken in snow, sleet, hail, rain, and other meteorological samples, Vicomte de Vogué and M. Q. de Léon, French Automobile Club delegates, found that unless the course of the cup contests be shortened by $18\frac{1}{2}$ miles, this distance will separate the start and the finish. This handicap is so obvious that all the clubs concerned will be asked to agree to the curtailment of the course.

Preliminaries of Monaco Meeting

AS a sort of preliminary to the speed contests, which do not begin until April 9, the Monaco motor boat meeting was opened on Sunday afternoon last with an exhibition of the boats which are to take part in the forthcoming contests. A large and fashionable crowd was present when the Prince of Monaco opened the exhibition at Monte Carlo. The weather was fine, the sun shining brightly, and the Casino grounds were a blaze of color, the throng of elegantly dressed men and women being so dense as to render progress difficult.

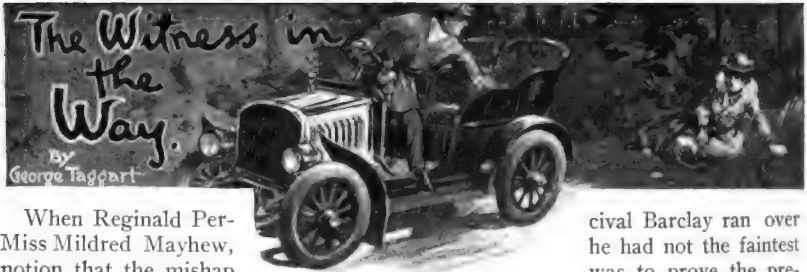


Most of the competing craft had been placed on exhibition. Among them was *La Turquoise*, the Tellier-built racing boat which is to be driven by Mme. du Gast. It was this craft which the vivacious madame had formally christened with all possible ceremony as it took its maiden plunge into the Seine. There was also the Mercedes fleet of three boats, of which much is expected, the two *Palaisotos*, the *De Dietrich II.*, the *Billancourt*, the *Gobron*, and others.

Contests for Pittsburg Motorists

TWO race meets and one hill-climbing contest are projected by the Automobile Club of Pittsburg. Both of the race meets are to be held at the Brunots Island track, where previous races were contested; one of them is to be run in June, for professional racing men, and the other for amateurs and club members, in September. The hill-climbing contest will occur in May.

GASOLINE in Italy is notoriously dear. A delegate, however, Signor Sorani, demanded during the session of the Italian Chamber last month that the duty be decreased in order to assist the extension of the automobile industry. The Under Secretary of Commerce, in his reply, stated that the government was favorably inclined toward the proposal, which would be attended to as speedily as possible.



When Reginald Per-Miss Mildred Mayhew, notion that the mishap cursor of such a series

of vital importance to him. Neither could Miss Mayhew herself have suspected the ultimate developments of her impulsiveness. Barclay had not seen her start to cross the roadway at that lonely spot, nor, in truth, did he see her at all until it was too late to steer away, and the motor car hit her, a glancing blow that threw her to the ground. Perhaps he was at fault looking too far ahead, but it seemed as if she simply ran deliberately in the way of the machine. One of the rear wheels went over her arm and broke the wrist. Bringing the machine quickly to a stop, Barclay ran back and picked up the dust-covered young woman, who was moaning with pain and shaking from fright and shock.

While profuse in expressions of dismay and regret, Barclay soon learned the nature of the injuries. Then, assisting into the car the young woman, who uttered no reproaches, but was brave and trustful of him, and seemed very lovely in her distress, Barclay set off at top speed for the nearest doctor, who was about three miles away in Connecticut. The physician set the wrist and consolingly said that it was a simple fracture and that the pain would not last long. Of course, the name and address of the fair patient had to be learned by the wicked, kind man in the motor car, in order that she might be taken home. At the Mayhew house Barclay began to explain and apologize to the distressed and excited mother.

"It was my fault more than his," broke in Mildred, when her mother had somewhat regained composure. "I should have looked out for the locomotive, I know, and I suppose that I didn't."

"But I should have seen you," protested Barclay, and continued: "I am grieved that our introduction had to be so very informal, but I am truly happy that my recklessness was no more costly."

"He gave Mrs. Mayhew his card bearing his address, and venturing the hope that he be informed at once were there any serious developments, expressed the desire to be summoned if at any time he might be able to do a service to repay in part the harm that had been wrought. Also, he begged to be permitted to call soon to inquire about the condition of the victim of his carelessness. Mother and daughter both yielded to his graciousness and charm of manner, and, having sufficiently identified himself, he left with the feeling that he would be welcomed when he called again. In the morning he went to Mr. Mayhew's office to explain and to ask that he be allowed to pay all expenses, as well as to be responsible for a new gown to replace the one that had been damaged in the accident.

Mr. Mayhew was not inclined to accept either the apology or the proffered

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compensation, but indulged in caustic remarks about automobiles in general and fool drivers of them in particular. He said he considered that there was ample provocation for a damage suit rather than anything else, and announced that he had already consulted a lawyer in the matter; the only thing that caused him hesitation being the dread of the publicity that an action must entail.

"Are you aware, young man," exclaimed the irate and somewhat pompous merchant, "that there is evidence to prove that you were exceeding the speed limit when you hit my daughter?"

"No, sir," returned Barclay, with some asperity, although he had before exhibited the excessive deference of penitence, "and I doubt that you can prove it so. It was a lonely spot, and Miss Mayhew and I were the only persons anywhere near when the accident occurred. Others would have run to the rescue if they had been anywhere around, and no one appeared, as your daughter will admit. About all that your witnesses could prove would be an alibi."

"Tut, tut! I have a witness, I tell you, and a veracious one, too," retorted Mr. Mayhew. "He didn't run to the rescue because he could not run, or even walk. I can produce him at any time I need him. You can judge by my rejection of your proffered settlement that I'm not seeking to blackmail anybody and that no pecuniary arrangement is desired. What I'd like to do would be to land you in jail, where you couldn't be running over anything but your own wild career. I'm considering the business now, and my lawyers are to tell me just how hot I can make it for you."

"Does Miss Mayhew cherish this same bitter resentment?" queried Barclay, suppressing his rage.

"I don't know; but I'll see to it that she gets the right idea. Never fear for that," rejoined Mr. Mayhew, tartly. "Meanwhile you'll be doing well to arrange your line of defense. Good day!"

Barclay was endowed with an optimistic turn of mind. He hoped that Miss Mayhew had not yet got her father's "right idea," and, after making a careful toilet, he went to the Mayhew residence. He was received with reassuring civility, and he measured that things looked well for a reconciliation, at least so far as Miss Mayhew was concerned. In fact, the interview seemed eminently pleasing all around. They discovered a list of mutual acquaintances; the setting of the wrist had been approved by the family physician and was mending comfortably, and Miss Mayhew was more inclined to shoulder all the blame.

"I had the honor this morning to call upon your father," Barclay observed, when they were seated comfortably in the reception room, "and I must confess frankly that my reception was not precisely what might be classified as cordial."

"Indeed?" queried the girl. "Was father so dreadfully cross?"

"Not so dreadfully, no," he answered, "but he conveyed the impression that when I hit you I didn't exactly make a hit with him. He treated me coldly."

"High-balls, I suppose you mean," she remarked, insinuatingly.

"No, it was more like Jamaica ginger with a dash of Mulligan," said he. "Your father, Miss Mayhew, thinks he would have an increased fondness for me as a jail bird. He threatens to sue me for damages, and he declined peremptorily to consider my request to be allowed to defray any expenses resultant from this unfortunate affair, including the cost of a new gown"——

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"Oh, a new gown!" she interrupted. "Why, mine wasn't hurt so very much, you know—that is——"

"I meant no offense, Miss Mayhew," he said. "I wanted simply to give every assurance of my genuine regret and"——

"Oh, that's all right," was her reply. "You were so gentlemanly about the whole business that I hardly minded it, and I'd be deeply sorry if papa put you to any further inconvenience. You'll understand, I'm sure, how a fond papa is apt to feel when a man knocks down his only daughter and rolls her in the dust and musses her all up and breaks her wrist. Suppose it were your daughter, now"——

"Well, Miss Mayhew," he put in, "as I haven't the joy of"——

"Of course not," she laughed; "but you know what I mean, and papa is very fond of me."

"I don't blame him on that score," said Barclay, and then complacently watched her blushes.

"But," said she, "there must be no damage suit. It would get into the papers, you know, and our names would be mixed up together."

"That would be quite too bad, wouldn't it?" he ventured. "I'd pity you more than ever then."

There were more blushes, but she went on: "Oh, I didn't mean just that; but people say such odd things sometimes, especially when automobiles are concerned. There could not be a suit, could there, without my consent and help? And there were no witnesses except you and me."

"Your father could pose, I presume, as your legal guardian and protector," Barclay replied. "Your age permits of that, I guess; but as for witnesses, that is where I'm puzzled. Your father says that there was a witness."

"There was?" she exclaimed. "Why, where on earth was he? I didn't see him, did you?"

"I had eyes only for you."

"You were slow in using them—but why didn't the witness come to my assistance, do you suppose?"

"That is a greater mystery. Your father says it was because he could neither run nor walk. Probably he has no legs—but I don't know as that would have kept me back, had I seen you."

"Why, papa must be flighty!" she cried. "What sort of a creature could this witness be?"

"I'll give it up," Barclay returned. "We'll have to find that out from papa, or perhaps from the witness himself, if he can talk. Maybe he had a camera."

"Oh!" she exclaimed; and again the designing Barclay had a chance to study how blushes enhance beauty.

(To Be Continued.)



Mlle. de Tiers and "L'Auto Bolide"

SOMEHOW the automobile never has been regarded as a trick machine by automobilists. The daily papers have had wonderful stories and pictures of cars running amuck, whirling about and waltzing on their hind wheels, climbing



MLLE. MAURICIA DE TIERS

trees, and so on, but the automobilist has always taken his vehicle seriously, and most seriously at such times as it has become unruly. It never has seemed available for fancy driving and cavorting, the same as a bicycle or a horse. For this reason the sensational loop-the-gap act being performed at the Barnum and Bailey circus this season by the young French woman, is of especial interest to motor car users, and even more startling to them than to others. They appreciate better the strain to which the car and its driver are subjected; and automobilists who have not been to the circus for years are all going now to Madison Square Garden, New York, to see the lady whirl down and around the framework of her apparatus and leap across the open gap in the structure, like a flying squirrel, turning upside down, but landing right side up.

The whole act is undoubtedly the greatest "thriller" ever presented to the public. Almost it is worthy of the adjectival ecstasies of the circus's own and only "Tody" Hamilton, press agent.

The auto bolide is the conception of Alonzo Perez, an artist, and it was worked out by Maurice Garanger, who built the structure from the ideas submitted by Perez. It was a nice piece of mathematical work to figure out the dimensions of the structure so as to make the feat moderately safe. It could not be done without any risk. In order to fix upon the size of the

gap for the leap, the exact speed of the car when it leaves the first section of the framework had to be determined, and some device arranged to serve as a centrip-

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etal force to keep the car from flying off into space from centrifugal force when it makes the sharp turn at the foot of the first incline, and this device had to be one that would automatically release the car without fail and allow it to make its leap. For this purpose a sort of railroad was constructed.

The first incline down which the car rushes is 80 feet in length. The car used is a Reo runabout of nine hundred pounds, and Mlle. de Tiers, who drives it, weighs 145 pounds. When the car leaves the platform upside down to leap across the gap it is traveling at the rate of 26 miles an hour, and it crosses the opening with the fair automobilist flying, head down, through the air at this speed. The distance between the ends of the two structures is 28 feet, but Mlle. de Tiers does not strike the second structure at its edge, but some distance from it, and the car has a trajectory so that her leap is considerably more than this. The straight line distance from where the car leaves the first portion of the structure to where it strikes the incline on the second part of it, is 34 feet, but owing to the curve described by the car in its flight the distance traversed is even more than this.

Mlle. Mauricia de Tiers, who performs the act, is a young Parisian, a tall, slender young lady, dark haired, but with blue eyes and a fair skin. After a performance a few days ago she did up her hair and was mingling with the crowd on her way home, when encountered by the AUTOMOBILE TOPICS representative, and a brief interview obtained. She has a smiling countenance, and appears to be about twenty, though well rounded out. Mlle. de Tiers was asked how she liked performing in this country, and she replied:

"Well, I hardly know, but I get the money here, don't I? Haven't you read the advertisements?"

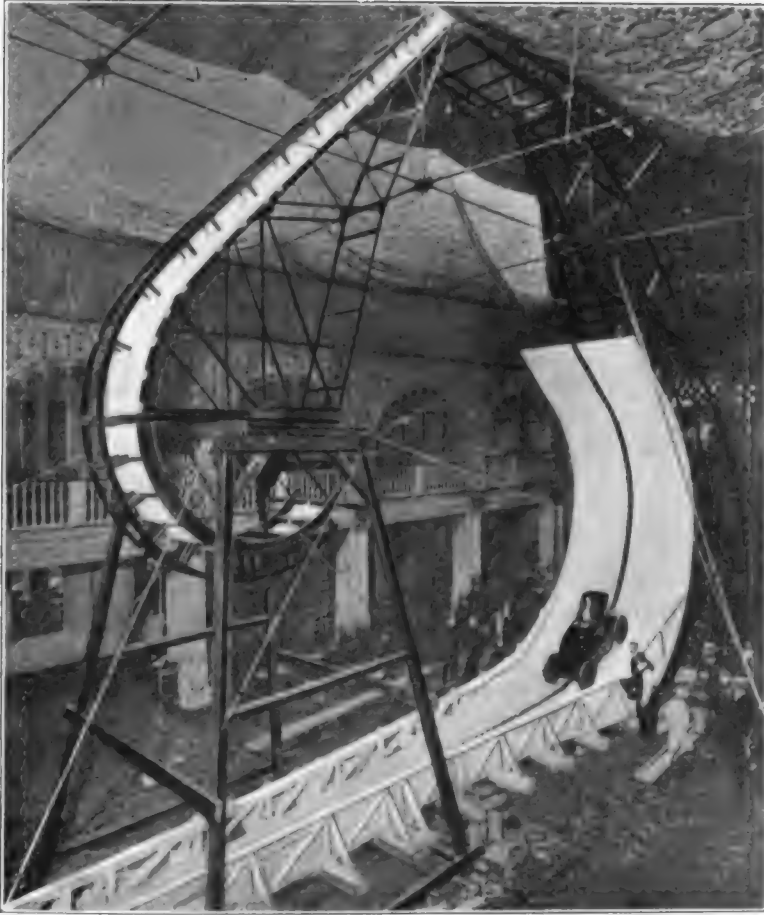
The interviewer said that he had. From them one acquires the impression that Mlle. de Tiers receives a salary of \$5,000 a performance, or \$60,000 a week, exactly \$10,000 more in a week than the President of the United States gets in a year. Mlle. de Tiers' act occupies exactly three-quarters of a minute, which, considering two performances a day, represents actually nine minutes of work in a week.

"How did you come to attempt this feat?" was next asked of the fair autoist.

"Oh, it is a simple story," she replied. "M. Perez, the artist, invented the auto-bolide and he has been a friend of my family for years. One day he sat talking of this new invention of his, but said that there was only one trouble with it, and that was that no one would dare to ride it. I said that I would ride it, although I had never had any experience in an automobile, and not even on a bicycle. So I went ahead and rode it. Our initial experiments in the suburbs of Paris were only partially successful, but when we brought the act into the Folies Bergere it fairly electrified the city, and now, if I'm to believe what people tell me, it has set all New York talking.

"Am I afraid to do the act? No, monsieur—not in the least. All one has to do is to forget one's self for a minute and by that time it is all over. I was not afraid even when I did it for the first time. Before I made the leap it had been tried with a dummy in the car, and again with a sheep. The sheep was more afraid than I."

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"But have you no fear of anything?"

"Yes, monsieur. Like most women, the mouse is very terrible to me. Ah! I almost faint when the mouse runs near."

When questioned about her sensations, Mlle. de Tiers said that she was troubled with nausea and inflamed eyes at first, and that even now she suffers from headaches, but, she added, blithely:

"The money and the glory make up for it all."

With this philosophical remark the tall, beautiful girl who bets her sweet life against almost certain death twice a day at Madison Square Garden, walked away and was lost in the crowd that had come miles to see her, yet knew her not when they rubbed elbows.

Rise of the Mercedes and C. L. Charley

WHAT greater reputation can a man gain for his product than that which leads the name of it to be accepted by fiction writers as a sort of generic term for the whole class to which it belongs? This is pretty nearly true of the Mercedes motor cars nowadays. So synonymous has the name become with excellence and speed that in fiction works it most often is to be noted that the hero's automobile is "his Mercedes."

The Mercedes car undoubtedly has been standing on a pedestal as a sort of criterion for the automobile world, and now it would seem that the name is to become one to conjure with in aquatic sport also. The new Mercedes flotilla of water boats, the "Mercedes-Mercedes," "Mercedes-Charley" and "Mercedes-C. P." have created quite a sensation in Paris. The three craft were inspected a few weeks ago by W. K. Vanderbilt and W. K. Vanderbilt, Jr., both of whom expressed keen appreciation of their excellence.

With the prominence that has been gained by the Mercedes car, the name of Charley is inseparable, and the story of the development of the car and its exponents is one of peculiar interest.

Seven cities dispute the honor of being the birthplace of Homer. There are, however, more than seven countries claiming the paternity of the gasoline motor. It is most generally accepted, however, that the genius to whom is owed the discovery of the gasoline motor is Gottlieb Daimler, a German; but France was the first country to recognize the merits of the invention and perfect it. Daimler, or, as he often is called, "Papa Daimler," did not resemble in any way the millionaire manufacturers of to-day.

Daimler worked first in England as a mechanic for the Whitworth Company. In 1872 he formed a partnership with Doctor Otto to manufacture gas motors. This partnership was dissolved ten years after, and Daimler started to work with another genius, a Mr. W. Maybach. In 1884 they took out their first patent on a single cylinder horizontal motor, and in 1885 they manufactured the first carburetor. At the end of the same year they built the first bicycle automobile. In 1887 they sold their French patents to Panhard & Levassor, and thereby the French automobile industry was created. Thereafter one improvement came after the other, and in 1889, during the Paris World's Fair, the public admired a street car built by the Panhard Company under the Daimler patents. Two years later, Panhard & Levassor built their first automobile, which was the foundation of the great Panhard success.

M. Levassor at that time was the guiding spirit who directed the factory. He foresaw all the possibilities of the industry which has revolutionized so many other industries, and nobody could say how far he would have gone had he not himself perished as a victim in an automobile race. Levassor, however, formed a certain school of young men around him, among whom was the Chevalier Rene de Knyff, a Belgian, who was destined to be the successor of Levassor. Panhard & Levassor achieved one race victory after another, and the names of Charron, Girardot, and Voigt are well known in connection with the Panhard racing cars.

The great success of Panhard & Levassor opened the eyes of the Canstadt Daimler Company. The beginning was a hard one. The first cars made by that

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company were very heavy and rather unsightly. The financial conditions of the German company were also, at that time, a drawback to their advancement. In 1889 a man—or, rather, a genius—came forward to reorganize the Daimler Company, and that man was Jellinek. After Daimler's death, Jellinek gave full charge to Maybach. The first car manufactured under the new administration was christened with the name of Jellinek's daughter, "Mercedes." The same as

Daimler had found Maybach, Jellinek had discovered a help-mate, a far-seeing, audacious man, whose activity has made him successful in all corners of the world. This was C. L. Charley, who has just donated a trophy for the motor boat race from Algiers to Toulon, which will be held in May. Charley's name has been wedded to the name of Mercedes for several years. Of course, his beginning was not without difficulties, and as soon as success loomed up for him, calumny, which is always in the wake of success, began.

One form of in Paris, Charley became interested in the work of M. Le Maitre, who was selling Mercedes cars. Charley made a sale for M. Le Maitre, and the latter told Charley that if he sold forty of the cars he could have the agency for France, this being an agreement made between Messrs. Jellinek and Le Maitre. Charley sold the forty cars and got the French agency. That was four years ago. He built up



C. L. CHARLEY

slander was a report circulated that Charley, who was born in Alsace and who adopted the French nationality after the Franco-Prussian war, was called a Prussian.

M. Charley is an interesting character to Americans, because he is a self-made man. It was only a few years ago that he was selling automobile baskets to the garages in Paris, and yet a few months ago he received a check from a Wall street broker for \$278,000 in settlement of a "flyer" he took in the American stock market. While he was selling baskets

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the Mercedes name and business so rapidly that in another year the American agency was given to him, and later he was made the general sales manager of the whole Mercedes output.

M. Charley is now rated as a millionaire several times over. Besides dipping into the American stock market occasionally, he has bought real estate in New York, as well as in Paris and Nice. In Paris he has erected the palatial Mercedes headquarters on property of his own in the Champs Elysees, and in Nice he, with Jellinek as a partner, has erected two big hotels.

A great number of parts which enter into the Mercedes car are now made in France, including axles, springs, wheels, and this is due to Charley. Most of the Mercedes bodies also are manufactured in France. Charley has established a big Mercedes-Daimler factory at Putteaux, near Paris, covering some fifty thousand square feet. It is rather remarkable that, while the Mercedes chassis is built in Germany under the watchful eye of Maybach, it is finished in Paris.

The motor boat, as well as the motor car, owes a great deal to Charley. The motor boat races in August, 1902, from Paris to the sea, marked the beginning of motor boat activity. One of the contestants was the Mercedes I., which was built in 1901 by Lein, on designs furnished by the naval engineer Chevreux. The great success of Mercedes I. brought the manufacturer orders for others. The Mercedes I. was quickly succeeded by Mercedes II., also built by Lein, and Mercedes III., Mercedes IV., by Pitre Quernel. Mercedes V. brought the renown of Mercedes boats to the United States, through W. K. Vanderbilt, Jr., having bought it. Then the Mercedes U. S. A. was acquired by Mr. H. L. Bowden, and now the reports from abroad say that the "Mercedes-Mercedes," "Mercedes-Charley" and "Mercedes C. P." surpass all predecessors.

M. Charley foresaw the possibilities of the motor boat early. Last year, at Lucerne, during the regatta, he announced his donation of a prize of \$10,000 for a trans-Atlantic motor boat race. He was ridiculed in the beginning, but many were set thinking, and the challenge is certain to be taken up at no distant time, as many constructors are coveting this prize.

A New Jersey Speedway Club

A MEETING for the purpose of organizing a racing club in conjunction with the 20-mile speedway project for Pennington, N. J., is being held at the Automobile Club of America as AUTOMOBILE TOPICS goes to press on Thursday afternoon of this week. At the same meeting place on Wednesday of last week, the promoters of the project met and organized the Intercity Automobile Speedway Company, with Emerson Brooks, president; W. D. Hunt, vice-president; John A. Kunkel, treasurer, and Asa Goddard, secretary.

Efforts are being put forth to hasten forward the work on this project, as was suggested by AUTOMOBILE TOPICS, in order that the course may be completed in September in time for the Vanderbilt Cup race.

The annual income is figured out as follows: Gate and grand stand receipts, \$40,000; privileges, \$10,000; 500 associate members at \$100, \$50,000; income from lands farmed at an average of 5 per cent., \$9,000; total, \$109,000.

Automobile Topics'
European Supplement

SCHRADER & Co.

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N O T W O P R I C E S

Mention "Automobile Topics" when writing.

Standard Information for European Tourists

Boxing, Shipping, Steamship Route, Passports, Duties, Permits and Regulations

BOXING AND SHIPPING.—The best way to pack an automobile for shipment abroad is to build a closed box of matched timber around the car. The platform should be built on 2 x 4 braces, beveled at the ends. The sides, ends and top should be constructed on a lighter frame. Use heavy bolts to bind between platform and top, use at least four of these on each side. In addition fasten four iron bands upon the box extending diagonally from the lower corners to points near the lateral center of the sides. The upper ends of these bands terminate in eyes. Through the four eyes have a chain placed. This will give a center hold to which hoisting tackle can be fastened. Brace wheels by blocks fastened to the sides of the box and brace smaller boxes containing spare parts to the platform of the box.

Consign through custom-house brokers. The box can be left with forwarders after the outward passage, for use in returning. Before returning go to any U. S. consul and make affidavit that the car was originally shipped from America. This will dispose of the customs question on arrival.

Cost of boxing the car, \$100. The expenditure pays for itself. In transporting the car by water abroad, do not box it. Transportation facilities between Great Britain and the Continent are practically perfect and no precautions are necessary.

STEAMSHIP ROUTES.—From New York to Liverpool—Cunard and White Star lines.

From New York to Southampton—American line.

From New York to Southampton and Bremen—North German Lloyd.

From New York to Southampton and Hamburg—Hamburg line.

From New York to Havre—Compagnie Generale Transatlantique.

From New York to Antwerp—Red Star line.

From New York to Glasgow and Moville—Anchor and Allan State lines.

From New York to Boulogne, Rotterdam and Amsterdam—Netherlands line.

From New York to London, Bristol and Hull—various smaller lines.

From Boston to Liverpool—Cunard, Dominion and Leyland lines.

From Philadelphia to Liverpool—American line.

PASSPORTS.—Write to the Passport Bureau of the State Department at Washington for blank. When received, fill and return with fee of \$1.00. Enclose no return postage; Government franks. Passport good for two years and renewable.

Duties, Permits, Regulations, Speed and Road Rules

GREAT BRITAIN AND IRELAND.—No duty or permits for tourists. Observe road rules carefully. Remember to turn to left in passing instead of right.

NETHERLANDS.—Touring cars (not new) are allowed to enter free. It is left, however, to the discretion of the Collector of Customs Receipts to claim as deposit, the amount of the duty, which will be reimbursed on departure from the country. The duty is 5 per cent. of the value. Car must carry two lanterns shedding their light a distance of 100 meters, with a brake enabling the car to stop within ten meters,

and a bell or horn which may be heard 100 meters distant. Speed must not exceed 20 kilometers (12 miles) in the open country and 8 kilometers (5 miles) an hour on sloping ground, in settlements, on bridges, in misty weather and at night, under penalty of a maximum fine of 50 florins (\$20). Tourists must carry in the car a permit of the Secretary of Public Works, countersigned at a customs office, stamped blanks for which may be obtained from the Automobile Club of the Netherlands, Hague, Nassauplein 1b., on payment of 2½ francs (50 cents). Gasoline obtainable at all A. C. N. stations at a uniform price of 20 cents per liter (one liter equal to 1.06 quart).

SWITZERLAND.—Deposit of 20 francs for every 100 kilos gross weight of car required. Against the deposit, a permit is given, valid for one year. The deposit is returned on leaving Switzerland by any of the frontier stations in exchange for the permit. Regulations are very exacting in Switzerland and motor drivers are not popularly liked. To escape owners' permits and plates, etc., tourists must carry permits of their home country, and that country must be one between which and Switzerland reciprocity exists. Each car must carry a deep-sounding horn. The driver must sound this as soon as he intends crossing or overtaking another car, a cycle or pedestrian crossing the road. He must also use the signal at all sharp turns in the road or at the end of any private road or avenue leading into a public highway; also at night or in foggy weather. A car must carry two brakes which must be used on sloping ground. The brakes must be independent and each must be competent to stop the car at full speed and full power on any incline. At night all cars must carry two lanterns in front, one green, the other white; also a red light at the rear, which must be lighted whenever the vehicle stops. The driver must have perfect control of his car at all times. He must slow up or even come to a full stop whenever the vehicle might cause an accident or interfere with traffic or when a saddle or harness horse shows signs of fright. In cities, villages, or hamlets and on mountain roads, speed must never exceed 10 kilometers (6¼ miles) an hour. On bridges, narrow streets, on steep declines and in front of sign-boards and official posters, speed must be reduced to 6 kilometers (4 miles) per hour. On no account must the speed be increased to more than 20 kilometers (12 miles) in the open country. On mountain roads, the car must be stopped whenever a Federal stage coach is met. Special care must be used in passing one of these coaches. In no case is a driver allowed to cut across a road in front of a vehicle or pedestrian. When stopped, the car must be run or pushed to the right side of the road. On narrow roads the car must be run off the road to the side if possible. The driver must not leave his motor running when he leaves the car. In case of accident he must stop, even if he is not at fault. He must see that the injured are cared for, and must freely show all official papers to anyone in authority. Racing on highways is strictly prohibited. Certain roads are forbidden to automobiles.

AUTOMOBILE TOPICS EUROPEAN SUPPLEMENT

FRANCE.—Certificate of ability, residence, passport, two photographs (unmounted, 30 by 40 millimeters), declaration of maker as to type, number, horsepower, weight, etc., of car and other details, may be and probably will be required. Customs dues of 50 francs for every 100 kilograms, if the car weighs more than 125 kilograms, 120 francs for every 100 kilograms if the car weighs less, must be deposited on entering France. This deposit will be refunded at any frontier custom house in exchange for the deposit receipt, which is valid for six months. Small stamp taxes are collected in all cases. In driving, the car must be under control. Driver must slow up in all cases where accident or the impeding of traffic is imminent. In narrow roads or streets the speed must not exceed that of a man walking. Speed limit is 30 kilometers (20 miles) in the open and 20 kilometers (13 miles) in settled portions of the country. Every car must show, in front, a green and a white light.

GERMANY.—Free entrance if driver possesses authentic documents regarding his car and himself, particularly proof that the car has been his property for a certain time. Much discretion is allowed officials. An entrance duty (refundable) may be enforced arbitrarily. This is 187½ francs on a car without regard to size or weight. Many local regulations and prohibited streets in some cities. Ordinary road rules. Driver must slow down in towns and villages. Little interference with foreigners who can prove their residence.

ITALY.—Tourist must, within five days after crossing the frontier, make a declaration at the office of some Provincial Prefect. This five-day term is established by the toll-gate certificate. If tourist comes from some country where there are rules and regulations for the driving of automobiles, as in America, he will receive a temporary permit to drive in the kingdom. He must prove ability to drive, ownership, etc. Lead seals will then be placed on the car. Duty (small) will be enforced. This duty returnable on leaving country.

SPAIN.—Deposit on entrance, returnable at departure. Road and speed rules not severe.

AUSTRIA.—Car subject to following customs duties: The car, 157½ francs; in addition, 9 florins (31 francs) for every 100 kilos of weight of motor or engine. Manufacturer's certificate indicating weight of car, motor and parts is advisable. Lead seals will be affixed after payment. Duties returnable in exchange for receipt on leaving. Road and speed rules not exacting.

DENMARK.—No duty on declaration that car is temporarily imported for touring purposes.

RUSSIA.—Automobiles may not pass the frontier simply by depositing duties, but special permission must be secured from the Secretary of Finance. Such permission must be applied for in writing on paper stamped with two stamps of 80 copecks (41 cents) each. Since reply may be delayed, it is expedient to ask for an early answer, giving some urgent reason. Driver must declare by which custom stations car is to enter and leave the country and for what space of time a permit is sought. The reimbursement takes place from two to ten months after leaving. Local road and speed rules, not generally severe.

BELGIUM.—Automobiles are provisionally exempted from the payment of duties,

but drivers are obliged to make deposit of or give security for 12 per cent. of the car's value. A transit-receipt is given containing description of vehicle and limiting period before exportation to one year. Deposit readily refunded at any frontier station on leaving. If one wishes to enter or pass through Belgium several times, it is sufficient not to demand restitution of deposit until one leaves definitely. Road and speed laws not severe, but general regulations regarding control, lamps, brakes, accident, bridges, narrow streets and closely populated districts are in force.

GENERAL.—It should be remembered that while speed laws are not rigidly enforced except in Switzerland, all drivers should be reasonable in their handling of cars. Road rules should be strictly observed everywhere.

It is best to be sure that one has coin of the country which is about to be entered before reaching the frontier. Custom officers will accept nothing but money of their own country. Before leaving it is always advisable to notify the frontier station a day or two before reaching it, so that the officials may have time to secure sufficient funds for reimbursement. Ordinarily they do not keep much money on hand.

Throughout Europe the rule is: automobiles and motor cycles, horns; bicycles, bells. By this the driver knows what is approaching from the rear and can govern himself accordingly.

It is always best to carry an exhaustive maker's certificate showing make and type of car, number of car and motor, weight, specifications, value, capacity and details of parts. A certificate of ability as a driver is almost indispensable.

Never pass or cross in front of a policeman or other official. The dignity of the law is sacred in Europe. Be polite to all officials under all circumstances; you will gain by this. Generally, you will find the officials overpoweringly polite to you.

Guide books can be obtained in bookstores in any of the large cities of Europe. Baedeker's are standard and generally up to date. Rolfe's "Satchel Guide" is also good. Cook's and Gaze's tourist agencies also publish reliable hand-books. And there are other good publications. Both the Michelin and Continental tire concerns publish guides which give much information not elsewhere found in repair stations, garages and fuel depots. Good maps are plentiful and not expensive. The sectional ones are particularly good in Europe. Never travel without a map, as local information is not always reliable.

A membership in the Touring Club of France is desirable for the tourist in France and Europe generally. The road-book of France, published by the club, is invaluable as a reference work for the tourist who reads French.

On arrival at a town, leave your car and make hotel and garage arrangements before any of your party dismounts or any baggage is taken out. The fear that you may go to another hotel will insure better terms from the hotel and garage people.

Be good-natured but firm. Be just in giving gratuities, not too liberal. Too much generosity makes it harder for those who follow. Plan your itinerary in advance, but allow a day here and there for departures from it.

TOUR; don't race.

PALAIS DE L'AUTOMOBILE

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Preventives and Remedies

PART XXIX

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BROKEN SET-BOLTS.—The breakage of a set-bolt is a troublesome accident, because it necessitates the use of a special set of tools (generally cast-iron), and the work that has to be done requires skilful hands for its performance.

The chauffeur whom such a disaster (the breakage of a set-bolt holding a water-tube upon an explosion chamber for example) overtakes in the open country, will have to call to his aid all of his ingenuity in order to extricate himself from trouble. It is sometimes possible, according to the arrangement of the tubing, to find or invent some piece or other that will exert a sufficient pressure upon the flange to take the place of the set-bolt and permit of a return home. But there are other cases in which ingenuity is handicapped, and tools alone can be used with success.

Let us suppose that the trouble is as serious as possible and that a set-screw that holds a flange of the water circulation tube upon the explosion chamber has been broken off close to the latter under too strong a stress of a wrench. It will be impossible to proceed any further, because of the drowning of the motor by the water. In such an extremity the flange with the tube and the pipes in the vicinity that might interfere with operations should first be dismantled, and then the stumps of the set-bolt extending beyond the chamber should be repaired with a file.

Then, merely for the purpose of guiding the work, an indentation should be made with a punch in the center of what remains of the bolt. After this, by means of a brace and bit of the proper size, slowly revolved and frequently oiled, a hole should be bored to a depth of about an inch. Then, either by hand or the brace, a screw-taps should be made to engage with the hole, and as soon as the tool is in engagement, a taps-wrench should be mounted upon it and revolved very slightly, and also very gently, in order that nothing shall be broken. The revolution of the tool in one direction and the other should be continued with frequent oiling and without undue haste, and care should be taken to effect the tapping with perfect perpendicularity.

After the operation is finished the flange should be remounted and the broken set-bolt be replaced by a screw. After this there would be no reason why the repaired part should not last as long as the carriage itself.

It must be understood that such an operation can be performed only on condition that the car has the necessary tools and appliances on board. These, however, are neither very numerous nor bulky. It is indispensable, moreover, that the screw shall be exactly of the same pitch as the tap (since otherwise it would not engage with the threads made by the latter) and that the bit shall be of a diameter slightly less than that of the tap, in order that the latter shall have material in which to form the threads. It is easy to obtain such tools, with the dimensions desired, and to place them in a small box by themselves.

(To be continued.)

BOAT MOTORING

HUDSON, 120 miles above New York, is to be the rendezvous of the fleet of motor boats that will make the trip to the Thousand Islands in August next, under the auspices of the American Power Boat Association. The time of meeting is August 17, at 12 o'clock noon, and the captains of boats intending to participate will go on board the committee boat to receive instructions for the daily runs and the necessary permits to pass through the Erie canal. The fleet will leave Hudson at three o'clock the same day, upon signal from the committee boat.

The canal will be entered at Watervliet, near Albany, and will be left at Oswego, N. Y., from which point a run will be made to the Thousand Islands Yacht Club, Alexandria Bay. The fleet will be the guests of the latter club, the officers of which will extend to the captains and their guests the courtesies of their anchorage, club house and grounds.

On Thursday, August 24, Friday, August 25, and Saturday, August 26, the races for the association's gold challenge cup will be held under the auspices of the Chippewa Yacht Club, and the fleet is invited to take part in the parade, illumination and entertainments incident to the occasion, of which announcement will be made in good season.

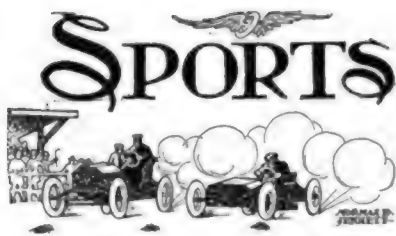
On August 26, at sunset, upon the lowering of the flag upon the committee boat, the cruise will end and the fleet will disband.

The cruise is in charge of a special committee of the A. P. B. A., consisting of J. H. McIntosh, R. C. Fisher and J. Norris Oliphant. Entries should be made to J. H. McIntosh, chairman, No. 32 Broadway, New York City. They should contain the name of the boat, the name and address of the owner and her hailing place; also length over all, length on the water line, beam, draught, whether cabin or open boat, make of motor and its horse power, and her average cruising speed. No boat more than 98 feet in length, 17 feet beam and 6 feet draught can enter the canal. The height of bridges above the water is twelve feet.

THE French Minister of Marine has issued an official communication with regard to the race for the "Coupe de la Méditerranée," to be run from Algiers to Toulon. This communication is to the effect that the race will be run on two consecutive days—Algiers-Port Mahon and Port Mahon-Toulon. Various conditions are imposed with regard to the requirements with which the competing vessels must conform. Two committees are organizing fetes to be given on the arrival of the boats. At Algiers the local papers have opened subscription lists to provide a fund for a fete in the bay.

THE young King of Spain does not confine his love of motoring to land vehicles. He is equally enthusiastic over motor boats, and in proof of his fondness for the aquatic side of the sport has offered a royal trophy to the winner of the motor boat race from Algiers to Toulon, and has expressed his great satisfaction that the boats should make Spanish territory in the Balearic Isles the station at which the journey across the Mediterranean will be broken.

AUTOMOBILE TOPICS



WHILE plans are being pushed forward for the organization of a speedway club, with twenty miles of roadway for its private course, a racing club with an oval track for its speeding ground, has been formed as a natural sequence to the taking over of Morris Park in New York City as a racing ground for automobiles. This new organization will be run on the proprietary plan, and be known as the Morris Park Motor Racing Club. It will be the first organization of its kind in the world. Morris Park is already provided with a splendid and luxuriously equipped club house, so that the new club will have unequaled headquarters from its very beginning. It will be devoted, not merely to the racing contingent, but will also serve as a suburban club, which will doubtless become a popular rendezvous for afternoon and evening drivers. The track will be for the exclusive use of members and entrants to meets at hand. Instead of racing on the road, sometimes under official permit, but oftentimes without, the members of the newly incorporated club will have trials of speed on the safe, well-banked and oiled course in Westchester. Those inclined to experiment with airships will be provided with accommodations, and encouraged in their efforts to navigate the air with the aid of the gasoline motor. Aside from regular meets for all types of cars and drivers, there will be special events for the club members, so that owners can enjoy the sport of guiding their motor cars for glory and trophies. As at present outlined, the membership of the club will be limited to 250. There will be a governing board of twenty-one members, and the race committee will have charge of the club championship event and the other trials of speed between members.

A PROMISING match race, the first one of the season, has been announced by Secretary Alfred Reeves. It pits Joseph Tracy against Guy Vaughn. They will compete in a straightaway road event at the Lakewood tournament on April 25, to be followed by a five-mile race at the opening of Morris Park as an automobile track on May 20. Tracy, who holds most of the track records in the middleweight class, will drive the 30-h.p. Renault, owned by Major Miller, while Vaughn will pilot the 40-hp. Decauville car with which he defeated Colonel Emerson's Bollée at Ormond. The first race at the Lakewood tournament will be at ten miles with a flying start and no controls. The Morris Park match is at five miles, with a rolling start. Tracy's first appearance on the track this year will be in this event. His time on the track is better than Vaughn's, but the Decauville made the better time at the Ormond meet.

A BUSY "week"—a week that is really almost a fortnight—is planned by the Antwerp Automobile Club to take place at Ostend in July. The program has just been decided upon, and consists of sports of diversified character, ranging from a flower corso to a balloon chase, and from a gymkhana to motor boat races. It is

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as follows: July 10, tourists' circuit, 120 kilometers; July 11, tourists' race, 10 kilometers; July 12, kilometer race with flying start; July 13, mile race, standing start, and balloon chase; July 14, flower corso and competition of skill on the Wellington course; July 15, exhibition of the cars, prize distribution and banquet; July 16, tour from Ostend to Antwerp to witness the world's cycling championships; July 17, tour to Scheveningen, banquet, and illumination; July 18, motor boat races at Scheveningen; July 19, kilometer race with standing start; July 20, competition for coachbuilding, gymkhana, and brake tests; July 21, kilometer race for tourists, standing start.

By May, 1906, Imre Kiralfy, the promoter of spectacular shows, expects to have his London automobile race track in operation. His plan is to have a colossal permanent exhibition in London. He has fixed upon a site for the scheme, which consists of 85 acres of unused land near Shepherd's Bush. He intends to inclose this large area by a wide race track for motor cars. This track will be forty feet wide and will equal one and one-quarter miles to the lap. A track of this width would enable automobiles to race abreast, and permit a straight kilometer stretch. Tunnels will be constructed for enabling visitors to pass from one side of the track to the other during a race, and a large observation tower in the center of the exhibition will enable visitors to watch the varying fortunes of the contestants.

As a preliminary to its first race meet, to be held on the Brighton Beach track, May 6, the Brighton Beach Automobile Club has arranged to have Charles G. Wridgway, in a Peerless touring car, try to lower the world's 1,000-mile record of 29 hours 53 minutes and 37.3-5 seconds, made last August by Charles Schmidt in a Packard car. Mr. Wridgway will start at about noon on Friday, May 5, and continue until the starting of the second event on the program on May 6. Because of the lack of training facilities at the disposal of racing automobilists, the Brighton Beach Automobile Club will open training quarters at the Brighton Beach track. One of the large stables has been converted into a garage, and provides 22 stalls each 10 by 16 feet. These stalls are provided with double swinging doors and a drop electric light. Racing cars can be stored in these stalls without charge during the entire season. A supply of the best gasoline in sealed cans is to be kept at the garage, and a block from the track there is a large machine shop. The track is now being put in the best of condition for automobile racing, and the improvements made to it include the straightening of a rather sharp turn, which was situated at the head of the homestretch; the resurfacing of the turns with hard clay, and a steeper banking of the turns. The track will be in excellent shape by the end of this week, and will be open for automobile practice every afternoon throughout the entire year, except the month of July. The Brighton Beach track is the only one in the country to extend so much encouragement and help to the sport. A large number of racing autoists have arranged to take advantage of the training quarters at the track, and from now on there will be many lively brushes there during the daily practice hours. The Brooklyn Rapid Transit Company has agreed to provide a special train service from the New York end of the bridge to the track. The Brighton Beach Automobile Club is an incorporated organization, and its members are well-known Brooklynites.

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SUNDAY last was anything but ideal, meteorologically, the temperature having dropped considerably and the wind being strong and biting. Yet a dozen members of the Long Island Automobile Club took part in the run scheduled for that day, and carried it through successfully. The Manhasset Bay Yacht Club at Port Washington was the destination, and the start was made from the Long Island club house at 360 Cum-

berland street, Brooklyn.

HAVING removed to its new quarters over the Teck Cafe, the Automobile Club of Buffalo has planned a "house warming and picture shower," to be held this week, as a formal opening. The "picture shower" is to consist of donations from members, automobiles, of course, forming the feature of each picture.

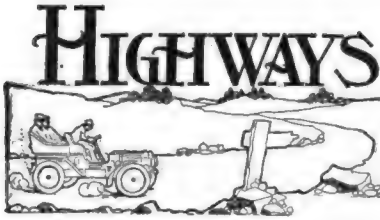
THERE is talk of calling a run of the Cleveland (O.) Automobile Club to attend the opening baseball game in that city. Many of the members of the club are also baseball enthusiasts.

THERE have been many occasions when the support of clubs in the task of putting an end to automobile speeding has been offered, but it has remained for the St. Paul (Minn.) Automobile Club to carry such an offer into practical effect. Six members of the club have been commissioned special police officers, with full power to arrest offenders who violate the speed limit of the city. The club has issued a special order notifying every automobilist of the city that the steep Sixth street hill is forbidden to the motorists. There is no ordinance by which the drivers can be kept from the hill, but the incline is closely watched by the special automobile police, and several club members who have been caught racing for the hill at a hot pace have been given formal warning that a repetition of the offense will mean arrest and fines.

PHILADELPHIA automobilists are troubled by missile-throwing miscreants, particularly on South Broad street, and the Automobile Club of America has been compelled to lodge complaint with the Director of Public Safety. They have offered him the use of an automobile so that plain clothes men can traverse the course complained of and catch the offenders. It is believed that most of the annoyance has been caused by gangs of small boys.

THE number of cars in use at Princeton, N. J., has increased to such an extent that their owners got together last week and organized an automobile club. These officers were elected: President, C. S. D. Dean; secretary, J. W. Evans; treasurer, Cortland Smith; general manager, C. E. Vreeland. It is planned to open the season with a run on April 14.

OWING to the feeling among the residents of South New Jersey over the speeding across the State indulged in by Philadelphia motorists, the Automobile Club of Philadelphia has decided not to hold the endurance run planned for the coming spring.



It seems, after all, that the West "poor roads" bill, which was introduced in the New York Legislature a few weeks ago, is not to be allowed to pass without opposition from the advocates of real good roads. The bill came up for debate in the House, last week, and was vigorously attacked by two Rochester legislators. Their ire was aroused by the assertion of Representative

West, the author of the bill, that the roads in Monroe County, which were built under the Armstrong-Higbie act, are in a deplorable condition. Assemblyman Beebe emphatically denied the truth of the statement. "Monroe County is not in favor of the West bill nor cheap roads which are liable to be blown away by the first heavy breeze that comes along," said he. "Our present system, under the Armstrong-Higbie act, meets with the hearty approval of the taxpayers of the county."

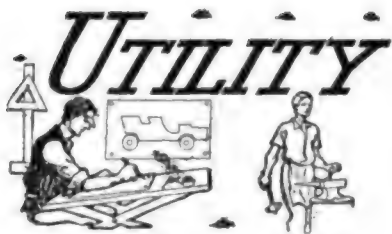
The West bill, as stated in these columns, permits the building of so-called good roads of gravel, instead of stone, as called for under the Armstrong-Higbie law. It is designed to aid the "poorer" counties, which cannot afford to take advantage of the State aid provision of the Armstrong-Higbie law, through which the State's improved highways have been constructed.

At the recent good roads convention at San Antonio, Tex., the committee on resolutions presented a report containing many interesting suggestions. One was in favor of making not only the county convicts work upon the public roads, but also, of taking the short-term penitentiary convicts from the cotton, corn, sugar and rice fields of Texas and working them upon the public roads; also of paying all road tax in money and not by labor; the use of wide tires on all vehicles used for carting heavy loads over improved roads. Others were passed urging the Legislature to pass the laws advocated by the National Good Roads Association; extending an invitation to the Hon. Martin Dodge, director of the office of public road inquiry, at Washington, D. C., to send to Bexar County, Texas, a corps of engineers and road experts with the necessary machinery, for the construction of a mile of road as an object lesson; and asking Governor S. W. T. Lanham to issue a proclamation in favor of good roads.

FARMS which lie along the line of an improved road are necessarily more valuable than farms which cannot be reached except over roads that in the wet season are almost impassable. Now is a good time to ask the farmer who is penned up at home, because he does not live where there are good roads, what he thinks of it.

A BILL was introduced in the New York Legislature last Fall providing for the abolition of all toll roads in the State. It was not pushed, however, and this relic of old fogysm continues to exist, to some extent, in this and other States.

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IN no very long time the motorist acquires the knack of detecting troubles through the medium of his ear. That is to say, he learns to distinguish between the accustomed noises, which are an adjunct of even the most silent car, and the unusual ones. He also learns, if he is at all bright, to investigate at once when some new sound strikes his ear, and thus prevents many

troubles from coming to maturity—nips them in the bud, in fact. For example, if he hears a knocking in the regions of the engine's internals, or a metallic click, repeated at regular intervals, or a dull, muffled sound, he does not dismiss it from his mind as unimportant, but proceeds to think it over. Usually he is able to locate it in a little while, and then he stops his car and "goes gunning" for the trouble. As likely as not he discovers it before it has done any damage, and frequently a little deft manipulation with a wrench will set it to rights.

IF a car is out of commission for any length of time it is a good idea to thoroughly clean the leather face of the clutch with gasoline. After this it should be smeared with a dressing of castor oil. The clutch should not be left engaged, otherwise the pressure of the clutch spring will force the castor oil from the leather instead of allowing it to soak in. If the leather face is glazed, a good stiff scrubbing brush and gasoline will give it a surface which will absorb the oil.

A HANDY method of testing the strength of valve springs or for ascertaining whether a spring intended to replace an old one has the correct strength, is to take a beam one end of which is so held that it is free to move hinge-wise. Under the center point in the beam the spring to be tested is placed, and to the other end of the beam is attached a spring balance. After having found the pull necessary on the spring balance to compress a standard spring, other springs can be tested, and should require the same pull as indicated by the spring balance when being compressed by the beam to the extent of a half inch, or an inch, as may be necessary.

To test a sparking plug, the usual way is to lay it on some part of the engine, so that the "earth" circuit may be completed. Frequently the plug falls down, and if it strikes metal or anything hard it damages the porcelain. To obviate this a transatlantic concern has brought out an "inspector," which consists of a small brass piece, threaded at one end, so that it may be screwed into the plug hole in the cylinder head; the upper end having a threaded hole into which the plug can be fixed and its operation tested without any danger of its falling, or of the motorist receiving a shock.

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COL. JOHN JACOB ASTOR has returned from a long Southern trip, and will soon join Mrs. Astor in London. Colonel Astor's itinerary included Cuba, Bermuda and the East Coast resorts. He gave several dinner parties in Havana, one to Mrs. Sidney Smith, and at Palm Beach he was much in evidence, especially at the receptions given by the Henry Flaglers at Whitehall. The

Astors have "Friedheim," the Newport estate of the late Theodore Havemeyer, for the summer. As the rendezvous of the New York Yacht Club is not until August 10, the races for the Astor cups, the chief yachting event in America, will not be sailed until the week following, and Colonel and Mrs. Astor will be in no hurry to return to this country.

LAKEWOOD is the favorite stopping place for automobile parties from New York and Philadelphia. The resort is midway between these cities, and the roads leading to Lakewood are the best in the State. Mr. and Mrs. Edgar G. Ford, of New York, went down recently with a party of four in a touring car. They stayed over night at the Lakewood Hotel, and went on to Philadelphia in the morning. Mr. and Mrs. James S. Harper, of Larchmont, and Mr. and Mrs. Francis D. Hearn, of Philadelphia, journeyed to Lakewood by automobile early in the week.

HENRY CLEWS expects his son and daughter-in-law, Mr. and Mrs. Henry Clews, Jr., and their children, to leave Paris the middle of June, to spend the summer at the Clews estate, The Rocks, Newport. They will probably return to Paris about the 1st of October. Both Mr. and Mrs. Clews, Jr., have many friends at Newport, and undoubtedly many dinner parties will be given for them. They went abroad shortly after their wedding, in the early winter of 1901, in order that Mr. Clews could continue his art studies, and this will be their first visit.

MISS ALICE ROOSEVELT uses the automobile in her trips about Washington. She was one of the guests at the reception Tuesday at the German Embassy given by Baron and Baroness Speck von Sternberg, the latter formerly Miss Langham. The Baroness' sisters assisted in receiving. Miss Langham was gowned in a pale blue chiffon, trimmed with antique lace, and the Vicomtesse de Faramond, wife of the naval attaché of the French Embassy, wore a gown of white chiffon, hand painted with white flowers and made with a Marie Antoinette fichu, with which she wore an aigrette studded with diamonds. The drawing rooms of the Embassy, handsome with their wealth of Oriental embroideries from India, were further ornamented by quantities of Easter lilies and white roses. A buffet supper was served from a table handsomely appointed with silver and cut flowers.

INVITATIONS have been issued of Mr. and Mrs. Henry S. Astor will take place at the

MISS HAZEL BROWN, of New York, is going to automobiling, and is expected to be in the mobile.

MR. ROBERT GOELET will do his automobiling this summer in and around Newport, where he has rented a cottage for the season. There have been many rentals at Newport the past week. Captain and Mrs. Philip M. Lydig are to return, and Mr. and Mrs. James B. Haggin, who were in Newport several years ago, are coming back for another season. Captain and Mrs. Lydig have forsaken the quiet Catherine street district, where they have been accustomed to spend the summer, for the more fashionable Bellevue avenue section, and have taken the De Rham cottage, opposite the Edward the smart set, in their enthusiasm over outsiders who, betw

AUTOMOBILE TOPICS

INVITATIONS have been issued for the marriage of Miss Gladys Seligman, daughter of Mr. and Mrs. Henry Seligman, to Mr. Henry Wertheim on April 24. The wedding will take place at the home of the bride's parents.

MISS HAZEL BROWN, of No. 245 West Broadway, Yonkers, is a recent convert to automobiling, and is frequently seen out, at the steering wheel of a new automobile.

MR. ROBERT GOELET will do his automobiling this summer in and around Newport, where he has rented a cottage for the season. There have been many rentals at Newport the past week. Captain and Mrs. Philip M. Lydig are to return, and Mr. and Mrs. James B. Haggin, who were in Newport several years ago, are coming back for another season. Captain and Mrs. Lydig have forsaken the quiet Catherine street district, where they have been accustomed to spend the summer, for the more fashionable Bellevue avenue section, and have taken the De Rham cottage, opposite the Edward



MISS HAZEL BROWN

Photo by Davis & Sanford

the smart set, in their best clothes, crowd the grand stand. Miss Alice Roosevelt is enthusiastic over automobiles as well as horses, and is much stared at by the outsiders, who, between races, take a look at the President's daughter.

J. Berwind place. Mr. and Mrs. Haggin have rented the attractive villa of Mr. and Mrs. H. Ruthven Pratt, Arleigh, which has been occupied for several seasons by Mr. and Mrs. Henry S. Lehr.

At the Bennings race track, near Washington, many automobiles are parked near the grand stand every day that the races are run, and the highway to the course is crowded with automobiles, carriages, and turnouts of all descriptions. All the racing men are in Washington, with Messrs. S. S. Howland, August Belmont and Frank Hitchcock to the fore, while

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A Great Touring Year Indicated

THAT 1905 will prove to be the greatest automobile racing season ever witnessed is already so plain that no one can be found hardy enough to deny it. That it will also go down to history as the touring year par excellence is a contention that is susceptible of proof of an almost equally convincing character.

It was not until 1903 that touring on an extensive scale was indulged in in this country. Prior to that time the people who toured, with a few exceptions, sought the old world for their stamping ground, even more naturally than they chose cars of foreign manufacture in which to do their touring. In that year American touring cars first made their appearance in respectable numbers. They proved to be, in the main, so satisfactory that last year they quite overshadowed the runabout type, and became, as they already were abroad, almost the standard type of car, and tours, big and little, became the favorite recreation of automobile owners and their friends.

At the present time it is admitted that, in spite of our imperfect system of road building, and the comparative scarcity of decent highways, the touring habit is one that can be safely and pleasurably contracted and indulged. In no other

AUTOMOBILE TOPICS

way can so much genuine enjoyment be pressed into such a small compass, and at such a small outlay of time and money, as outings of one, two, three or more days in an automobile. There is, first, the joy of getting out into the open country, of traversing new roads and visiting strange places, of encountering novel and piquant experiences; there is, next, the delight of making up small, congenial parties to take these trips and to extract the uttermost jot of pleasure therefrom; and, finally, the novelty of it all, the delight of rapid motion, of being able to go wherever one lists, of subjugating distance, of making the fullest possible use of that most modern of inventions—the automobile. All these reasons help to make touring popular, and so long as the same persons who toured last year and the year before express their intention of doing so this year, and their numbers are added to with each season's batch of recruits to the pastime of automobiling, there will be no danger of this phase of the sport being overdone. On the contrary, it seems to be only fairly beginning.

Already there is much talk of tours of all sorts and conditions, from little runs across the continent to modest outings at week-ends and during vacation. Buyers want touring cars, and if you talk to them you will find that tours occupy their minds to a greater extent than anything else. It is a good, healthy sign.

Hills Robbed of their Terrors

HILLS that a few years ago were unclimbable by many cars are now ascended by all with ease. Improvement in design and construction of cars is responsible for this change, which is the more noteworthy on account of the increased weight cars are compelled to carry and the harder usage they are subjected to. Power plants are more efficient than they were before, and they now not only climb steep grades, but do it at a steady pace only slightly slower than the normal one.

It has been demonstrated that grades 35 to 45 per cent. can be climbed without any very great difficulty if the proper effort is made. But roads seldom reach such gradients as 20 per cent., while one of 25 per cent. would prove almost unclimbable by horse-drawn teams of even light draught. So it will be seen that on the roads of to-day, which were built for horse vehicles, the average automobile is quite equal to any task likely to be set it. It may be necessary to throw in the lowest speed at times, but that is a very small price to pay for superiority over all grades that are likely to be encountered.

It is to be expected that matters will continue to improve. The automobile of the future will probably be able to take any grade without materially slackening speed, and when that consummation is reached there will not be much more to say.

Hartford's Novel Street Sprinkler

DURING the past week much attention has been attracted in Hartford, Conn., by the novel sight of an electric automobile street sprinkler, which perambulates the principal thoroughfare of that city with dignity and efficiency. The sprinkler is owned by the Edward Balf Company, the Hartford contractors, and was ordered only a few weeks ago. Upon its delivery, last week, it was immediately put into commission. It covers from 30 to 40 miles daily in actual use.



ELECTRIC AUTOMOBILE STREET SPRINKLER USED IN HARTFORD

or about twice the mileage of a two-horse sprinkler with one change of horses. In other words, the machine does about double the work of four horses.

In appearance the vehicle resembles the ordinary horse-drawn sprinkler. The iron water tank is of the usual boiler pattern, and has a capacity of 600 gallons. This tank is mounted on a medium weight truck chassis, power being derived from an underslung Exide battery of 44 cells. There are two motors, normally rated at from 8 to 10 hp., and the normal speed is six miles per hour.

As this is the first attempt to substitute automobiles for horses in street sprinkling, the outcome of the experiment is being watched with a great deal of interest. From present indications it will be thoroughly successful. One most obvious advantage is at times when the sprinkler cannot be used on account of the season, or wet weather, the owner is not obliged to maintain horses in idleness.

WITH the enterprise that is characteristic of their actions, Messrs. Neubauer & Farman of the Palais de l'Automobile have secured the exclusive sale of the Delaunay-Belleville cars and will push them vigorously in both this country and France. It will be recalled that the Delaunay-Belleville was by many persons regarded as the most striking car in the Paris show.

Tale of a Packard Truck

THERE are some pictures that tell their own tale better than any number of words could do. This is one of them. It depicts one of the new Packard trucks, on its way to the Packard factory, loaded to the gunwale (if the anatomy of an automobile can be held to contain such a part) with curled hair. The latter—a full forty bales—is to be used by the upholstering department of the big Detroit concern, it is quite fitting that it should be conveyed by engine power rather than in a vehicle drawn by horses. By this time Detroiters have become accustomed to the sight, but at first it created no end of attention.

The vehicle is the latest Packard production in the truck line. After a deal



of experimentation, in which a single-cylinder horizontal, a double-cylinder horizontal, and a double-cylinder vertical engine were successively employed, the last named was found to fully answer the exacting requirements of a truck. It, therefore, constitutes the motive power of the truck which the Packard Company is now ready to place on the market. It was completed and put into service early last fall, and has been given continuous work right through the winter, most of

AUTOMOBILE TOPICS

the work being in connection with the transportation of material from the various railway stations and steamboat docks to the factory, which is stationed on an average of about four miles distance from these points. The car has never failed or hesitated throughout what has been a decidedly severe winter, and has averaged from ten to twelve miles per hour under the most unfavorable conditions, and while carrying loads of from 3,000 to 4,000 pounds.

In addition to the continuous work which the truck has been given in service at the factory, it has also been loaned to various Detroit manufacturers in other lines, and has thus been given extended tests in a wide variety of actual everyday service, and the tabulated records of its performance are such as to leave no question as to the high efficiency and thorough reliability of the truck.

Snap-Shotted as He Worked

NO busier man can be found these bright spring days than Chas. E. Miller, the well-known jobber of New York City. "Try Miller" is so common an adjuration that the desk telephone at the genial "Chas. E.'s" elbow is kept tingling almost constantly. The artist has caught him at such a time, in one of his



characteristic attitudes, and if the expression on his face means anything, it is not a tale of woe that is being related to him. Incidentally, the annual Miller catalogue is now off the stocks, and can be obtained by all who wish to possess a compendium of the pastime.

St. Louis' Fire Chief Ready for Duty

IT would not be easy to picture a more pleased-looking man than Fire Chief Chas. E. Swingley, of the St. Louis Fire Department, who is here shown. The cause of his jubilation is his being seated in his new Locomobile car, a Model



E, in which he is hereafter to make his way to the scenes of fires with all possible expedition.

The hazardous nature of a fire chief's duties, no less than the imperative need of extreme haste in reaching the scene of activity, renders the use of the latest and most approved appliances doubly important. To this is due the growing use of automobiles for such purposes, and it will not be long before the big city that does not number at least one automobile in its equipment will be hopelessly behind the times. Certain it is that no horse-drawn vehicle can hope to compete with automobiles where work of this character is to be done.

ANDREW CARNEGIE is adding to his stock of automobiles. He ordered some time ago a Model B Winton with limousine top, finished in Brewster red. It will be delivered to him next week by Manager Percy Owen, of the Winton New York branch.

NATIVES of India often pronounce motor car "motel kyar." They also call them "gods."

A Michigan Doctor's Runabout

THAT no single class of users will be more benefited by the automobile than physicians is the belief of many far-sighted observers. Already many hundreds of these Good Samaritans make their daily rounds in motor vehicles, to the material benefit of both their patients and themselves, and the number is certain to increase very rapidly. The makers who, like the Michigan Automobile Company, Kalamazoo, Mich., set themselves to cater to physicians' needs, are on the right track.

The vehicle shown here is the Model D Michigan, a doctor's runabout that the company has placed on the market for the 1905 trade. Like all the Michigan



MODEL D MICHIGAN, FOR PHYSICIAN'S USE

models, it is simple, compact and light, and is designed to give the maximum of convenience with the minimum of trouble. The control methods and other features are free from complication, and the horizontal engine develops ample power to drive the car over the worst roads. It is so designed that there is plenty of room to carry the impedimenta that a physician finds necessary to have within reach.

Traction Resistance of Tires

SINCE tire sizes have become so much larger, figures showing the traction resistance have acquired a fresh value. A French engineer has conducted a series of experiments, and as a result has compiled the following table:

Solid rubber	33 to 39.6 lbs. per ton
Pneumatics (90 millimeters).....	44 to 53 lbs. per ton
Pneumatics (90 millimeters), not fully inflated.....	53 to 61.6 lbs. per ton
Pneumatics (120 millimeters).....	64 to 70 lbs. per ton

nabout

by the automobile
rs. Already many
is in motor vehicles
ves, and the number
the Michigan Automobile
physicians' needs are

a doctor's runabout
Like all the Michig



to give the maximum
thods and other features
everyday ample power
there is plenty of room
y to have within reach

Tires

showing the traction
cylinder has conducted
wing table:
33 to 30.0 lbs. per sq.
44 to 53 lbs. per sq.
53 to 61.6 lbs. per sq.
64 to 70 lbs. per sq.



ONE of the concomitants of the busy selling season that is distressing more than one branch manager and agent, is the practice of customers in picking chauffeurs from among the demonstrators. It is not difficult to get the men away from their places, even though they are being well treated, for most of them are anxious to get jobs as private chauffeurs, apart from the fact that such positions pay better. The managers, for this reason, have a hard time of it keeping good experienced men in their employ to show cars to would-be purchasers. The usual method of replacing a demonstrator who is stolen by a customer is to bring a man on from the factory, as by this method one who is familiar with the car is obtained. Perhaps this annoyance of the dealers will be ameliorated when the Y. M. C. A. schools begin to turn out graduates in shoals.

ALTHOUGH everyone is acquainted with the popularity of Pierce Arrows and Oldsmobiles, and knows what fine selling propositions they are, the scenes in the salesrooms of the Harrolds Company, at Fifty-ninth street and Broadway, New York, during the recent fine days have been nothing less than amazing. After beholding the spectacle of a store crowded with customers waiting their turn for the attention of Manager Harry Unwin, or one of his corps of good salesmen, it was hard to believe that some sort of special inducement was not being offered. The location is a particularly favorable one, of course, but this alone could not account for the rush. The customers were not mere passersby; they had sought the place to see the goods. No one could contemplate this salesroom without thinking: "Truly a boom is at hand."

THE recently formed La Salle-Niagara Automobile Company, of Niagara Falls, N. Y., will manufacture motors, engines and machines under patents held by George E. Whiteside. The latter will act as superintendent of the company's plant.

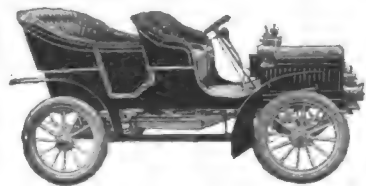
Elmore Pathfinder

GET this fact firmly fixed in your mind: That with the Elmore Pathfinder two-cycle engine there is absolutely no cessation of the application of power. The torque is steady, constant, and without intermission—two impulses being produced with every turn of the crank wheel. If you'll take this one fact alone and give it the study its importance deserves, you are bound to come to the conclusion that the development of the Elmore Pathfinder two-cycle engine is the most important achievement of the age of automobile manufacture. The eyes of experts and users alike are upon this wonderful engine—its success is the one pronounced sensation of the day.

Send for our full line of literature, the booklet, illustrating the 6,000-mile trip, our catalogue, explanation of our engine, and the opinions of people who have used our cars—all sent free, or if you wish we will send a 10 x 12 photograph of the Pathfinder on receipt of 10c. in stamps.

THE ELMORE MFG. CO., Amanda St., Clyde, O.

Members of Association of Licensed Automobile Manufacturers



Mention "Automobile Topics" when writing.

POPE

"The Name Bespeaks
the Quality"

AUTOMOBILES

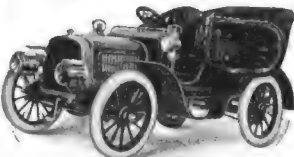
The Unusual Achievements
of the

POPE-TOLEDO

In more than a hundred races, endurance runs and contests have won for it an enviable reputation for speed and durability.

We lay great stress on the point that our STOCK cars are the ones to win, not specially constructed motors. Take the average Pope-Toledo as it comes from the factory and it will do what any Pope-Toledo has done. Agents like to handle and owners choose to purchase just such cars.

We use a wonderful 4-cylinder 4-cycle engine with a double outside chain drive which gets the power to the wheels without waste in transit. That is why Pope-Toledos of 30 horsepower outdo other cars of much higher horse power.



30 H. P. Front Entrance, \$3200.
IMMEDIATE DELIVERY

Send for catalogue and convincing data.

POPE MOTOR CAR CO.
TOLEDO, OHIO
M. A. L. A. M.

TWO-THIRDS of the output of the Daimler Manufacturing Company has been sold, which is the best commentary on the favor with which the American Daimler cars have been received at the outset. So keen is the demand for them that some of the lucky customers who had given orders for cars for spring delivery have disposed of them for premiums to buyers who, finding that the Daimler Company were sold up until summer, were willing to pay a bonus for early delivery.

ALFRED L. KULL, manager of the Wayne Automobile Company's New York branch, at 1659 Broadway, had the Wayne Automobile Company of New York incorporated, with a capitalization of \$25,000, last week. The directors are A. L. Kull, H. A. Lehman and D. B. Lally. Manager Kull is selling the Wayne four-cylinder and two-cylinder propositions at \$2,000 and \$1,250, respectively, so fast that he has hard work keeping a sample on his floor. Last Saturday he was forced to put his demonstration car on exhibition in the salesroom, a customer having insisted on taking away his last sample.

AMONG the entries for the International Tourist Trophy Race, which is to be run this summer by the Automobile Club of Great Britain, are those of two White steam cars.

DELIVERIES of the Model R, the new four-cylinder 20-hp. Stevens-Duryea touring car, are now being made. The J. Stevens Arms & Tool Company have been running their factory night and day to get this and the other Stevens-Duryea models through, and while there will be no let up in the operations for some time to come, they are now in a position to make early deliveries. Their agencies in the large cities have already been shipped the Model R referred to.

THERE is only one thing about the National gasoline car that gives the Homans & Shultz Co., of this city, concern. That is the probability of obtaining prompt deliveries. "The car is so vastly improved that we have little trouble in demonstrating its worth to a customer," said Homans to an AUTOMOBILE TOPICS man, "and at the price—\$2,500 for a 24 to 30-hp. car—there is nothing to surpass it. If we can get shipments fast enough we shall do splendidly with it."

Mention "Automobile Topics" when writing.

ON the theory that praise from Sir Hubert is praise indeed, Manager Carl H. Page, of the New York branch of the White Sewing Machine Company, is proud of the fact that among the purchasers of Whites last week were Thomas A. Edison and Prof. Frederick R. Hutton. The life work of the "Wizard of Menlo Park" in the electrical field lends point to his selection of a steam car. Prof. Hutton is the dean of the Engineering School of Columbia University, and is, of course, splendidly fitted to judge of the mechanical excellence of any car he may decide to buy.

THE impromptu 1,000 miles run made by a Philadelphian, as recorded in *AUTOMOBILE TOPICS* last week, had as the chief actor a Maxwell Tourabout, which came through the severe test in grand style. It will be recalled that, on a wager, the car was driven 1,000 miles up and down Broad street, Philadelphia, 72 hours being consumed in making the run. Stops were made every 75 miles for taking on supplies. Two other stops were made, both of them involuntary, but neither of them the fault of the car. A table showing the car's work has been compiled by C. W. Kelsey, who drove it, and from this the appended interesting figures are extracted: Run, 1,000 miles, 72 hours; stopped for oil and gasoline, $4\frac{1}{2}$ hours; actual running, $67\frac{1}{2}$ hours; average speed, 15 miles an hour; gasoline used, 53 gallons; 1 gallon used every 19 miles; oil for the entire trip, $3\frac{1}{2}$ gallons; grease for the entire trip, $1\frac{1}{2}$ pounds. Cost: Gasoline, 53 gallons at 13c., \$6.89; oil, $3\frac{1}{2}$ gallons at 75c., \$2.52; grease, $1\frac{1}{2}$ pounds at 15c., 23c.; punctures, 3 at 50c., \$1.50; total, \$11.14; cost per mile (including time engine was running when car was stopped), 11-10c.

To round out their line, so as to give purchasers a varied selection of different priced cars, Maxwell-Briscoe, Inc., the local branch of the Maxwell-Briscoe Motor Company, have taken on the Ardsley car, made by the Ardsley Motor Car Company, Yonkers, N. Y. It sells for \$3,500, with side entrance tonneau, and is rated at 30 to 35-hp. With the Maxwell and the Stoddard-Dayton, it completes the concern's line.

THE Utica Motor Company is the title of a new concern formed at Utica, N. Y., which has opened a store at 128 Lafayette street. The Ford and Premier cars will be handled.

30,000 Miles

on one pair of tires is
quite possible if they are

SWINEHART TIRES

No punctures, no leaky valves or tubes, no pumping. A solid rubber tire that is easy riding, yet durable as iron. Catalogue tells why.



**THE SWINEHART CLINCHER
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NEW YORK STATIONS

Foot Liberty Street, N. R.

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90 Minutes from New York

C. M. BURT, Gen'l Pass. Agt.

For the third time since it started in business the Northern Manufacturing Company, Detroit, Mich., has built an addition to its works. This is a two-story brick building, 60 by 100 feet, which will be used for office purposes, besides containing the testing room, the upholstery department and the paint shop.

When the main office of the Pope Manufacturing Company is removed from the Park Row Building, New York City, to Hartford, Conn., which will take place about the middle of this month, the new Pope garage at 55th street and Broadway, will be made the New York headquarters of the big company. It is admirably adapted for the purpose, both by reason of its location and its spaciousness and splendid appointments.

If more catalogues were patterned after the one just issued by the Locomobile Company of America, there would be less need of instruction books and little excuse for ignorance of the component parts of one's car. The Bridgeport concern has always believed in giving its patrons facts and specific information in place of glittering generalities, and in the pamphlet under notice they do themselves proud. Illustrations and descriptions of each model Locomobile, and then the details of construction are taken up one at a time and exhaustively described and illustrated. A list of specifications, of paraphernalia that goes with each car under the head of "General Equipment," and a full list of the tools and extra parts supplied with each car, complete a catalogue that is worthy of the highest praise that can be bestowed upon it. It need scarcely be said that the typographical appearance of the pamphlet is all that could be desired.

Increasing business has forced the De Dietrich American branch to seek larger quarters. In this they have been successful, and on April 15 they will remove from their present store at 1½ West 34th street, New York City, to 215-217 West 48th street, the roomy and well appointed garage now occupied by the Automobile Depot. The latter concern, which handles the Corre car, has leased the building at 231-3-5 West 40th street, and will remove there on April 15. The place is being fitted up as an up-to-date garage, and when completed will hold 200 cars.

Mention "Automobile Topics" when writing.

STEVENS

LATEST

WHETHER the road be smooth or rough, hilly or level, winding or straight—THE STEVENS-DURYEA AUTOMOBILES "get there" every time. ¶ The manifold joys of automobiling are emphasized in the highest degree possible in our popular 7 horse-power Model L Runabout and new 20 horse-power, four-cylinder Touring Car.

Ask Your Auto Agent about the Stevens-Duryea

STEVENS-D

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Members Association Licensed Automobile Manufac.



MCGIEHAN DASHBOARD ODOMETERS



Two Different Styles—Model "A," indicating both trip and sum total mileage, and Model "B," total mileage only.

MCGIEHAN ODOMETERS

have stood the test of time and have been proven absolutely accurate and reliable. Specify one on your car now, for the coming season.

McGiehan Odometer and Mfg. Co. 187 West 82d Street NEW YORK

THE STERLING ENGRAVING CO.

Makers of the

Finest Half-tone Cuts

Let us estimate on your Booklet or Catalogue . . .

"Quality and Promptness"
Our Motto

Ask to see samples of Color Work . . .
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Tel. 4555-4556 Franklin

Mention "Automobile Top

POSITIVE TRACTION

No fear of Snow Mud, Ice or Sand, if you have our Grips at hand. Outshows section of Grip which comes in contact with thread, being a smooth, close, round chain.



Send for Descriptive Booklet "A."
WEED CHAIN TIRE GRIP CO., 28 Moore St., New York, N.Y.

Specify
BRISCOE RADIATORS
on your car

ORLANDO F. WEBER CO.
(INCORPORATED)
AUTOMOBILES

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HIGH GRADE LAMPS.
AMESBURY, MASS.

DO YOU WANT Automobile Pictures

STRIKING, ORIGINAL PHOTOGRAPHS
FAMOUS RACERS IN ACTION
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LACOSTE COILS

are in greater demand than ever. Place your orders now to insure delivery. Lacoste Commutators, Electric Cable. Everything for electric ignition.

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THE DUQUESNE

16-21 H. P. "Voiture Legere."

The Greatest Car on Earth at the Price—
"HALF OF THIRTY-FIVE"

FOR SALE
1904 AUTOCAR

Red. Wheel Steer. First-class Condition. Used as Demonstrator. Cost \$1,700, will sell \$800.

INDIANA AUTO CO., - Indianapolis, Ind.

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At Manufacturers' Catalogue Prices in Paris;
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PEERLESS AUTOMOBILE TACKS

Made in two styles and five sizes. They are absolutely safe, cannot drop, are automatic, and their movements are a model of simplicity. Working handle below center raises; above center lowers. Works at any angle. No. 15, like cut, for vehicles of 3 tons, height 10 inches, rise 7 inches, weight 4½ lbs., price \$5.50. Express prepaid in the United States.


OLIVER MANUFACTURING CO.
206 S. Desplaines St., Chicago, Ill.

Prest-O-Lite Gas Tanks

Stop your generator troubles and make the lighting question simple and absolutely satisfactory. Call on your local automobile agent for information, or send to us for catalog. Address

THE CONCENTRATED ACETYLENE CO., Indianapolis, Ind.

EDWIN ADAMS, 2031 Broadway
New York Agent



Bolstor Tiro Inflator

Compression of cylinder does it. Check valve takes place of spark plug. Tube connects to tire.

Price \$5.00. Circular?


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"How Fast and How Far"

THE AUTO-METER

Will tell you the miles per hour you are traveling.
Accurate. Durable. Send for Circular.

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YANKEE GRADE METER

Price, \$7.50

Your up and down grades to 40% always before your eyes—Accurate and guaranteed for one year.

Everything for the Automobile
Mammoth illustrated catalog, 10c in postage
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Advertisements under this heading will be charged at the rate of 5 cents per word for the first insertion, and 8 cents per word for each subsequent insertion, cash to accompany order.

WANTED—A Touring Car in first-class condition. Will pay some cash and 7 per cent. Preferred Stock of a representative New York Corporation. Address with particulars, T. Haynes, care American Press Company, 19 Liberty Street, New York.

PIERCE ARROW—2-cylinder 16-hp. Dion engine; purchased last summer; has been run about three thousand miles; owner, who is now using 4-cylinder Pierce Arrow, will sell at \$1,500. Harolds, Broadway, 58th to 59th St., New York.

FOR SALE—35-hp. 4-cylinder 5 x 5 touring car, complete with lamp and tool equipment and baskets. Just refinished and overhauled. In first-class condition. Price reasonable. Have bought new car of same make. Address G. S. Zorn, care S. Zorn & Co., Louisville, Ky.

THIRTY-FIVE to FIFTY second-hand machines in stock. Send for descriptive sheet with prices. Haymarket Automobile Station, E. P. Blake, Mgr., 15-21 Hawkins st., Boston. Agents for Jackson Touring Car, Marsh Runabout, Marsh Motor Cycle. Send for catalogs.

WANTED—Competent Automobile Travelling Salesman; one who has had experience with both gasoline and electric vehicles preferred. Address P. O. Box 474, Indianapolis, Ind.

1904 COLUMBIA electric; extension Landau-let; perfect condition; run by private owner only; little used; cost \$3,500; price \$2,500. J. B. Lippincott, 229 S. 6th St., Philadelphia, Pa.

WANTED—The following back numbers of **AUTOMOBILE TOPICS**—Feb. 29, 1902, May 4, 1902. Address J. E. care **AUTOMOBILE TOPICS**, 1440 Broadway, New York City.

TO PACKARD BUYERS—We have one second-hand 22 H. P. Packard refinished throughout with headlight, side hampers, canopy top, complete, \$2850.00. Also one Model "A" Franklin with rear deck hamper, mahogany canopy, headlights, etc., \$1200. One Cadillac Model "B", complete at \$650.00. Centaur Motor Company, Buffalo, N.Y.

Bound volumes of **AUTOMOBILE TOPICS**, Vol. VIII, 26 numbers, April 16 to Oct. 8, 1904, inclusive, 2040 pages, handsomely bound, \$4.00 per volume.

AUTOMOBILE TOPICS,
1440 Broadway, N. Y.

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At Home

April 19—Boston, Commonwealth Avenue hill climbing contest.

May 6—Brooklyn, Brighton Beach track opening race meet.

May 30—Yonkers, N. Y. Empire City track opening race meet.

July 11—Touring car contest for Glidden trophy.

Aug. 15 to Oct. 15—Race for W. K. Vanderbilt, Jr., cup.

Show Dates

April 10 to 15—Denver Automobile Show.

Abroad

April 1—Light van trials, Automobile Club of Great Britain.

April 1 to 16—Monaco meeting.

April 14 to 23—Nice A. C. meeting.

April (late)—Mediterranean Cup race.

June 15—French eliminating trials for Bennett Cup race.

July 4—Bennett Cup race.

July 15—Kiel Fortnight.

July 15—Motor boat contest from Calais to London.

July 20 to 25—Ostend Week: Motor boat races.

July 30—Circuit des Ardennes, France.

August 1 to 13—Paris-to-the-Sea.

August 10—Gaston Menier Cup race, Trouville.

August 11—Drexel Trophy race, Trouville.

August 10 to 16—Touring car contest for Herkomer Trophy.

August 15—Havre regatta.

August 20—British International Cup race.

September 2 to 10—Chevalier Florio Cup race, Milan, Italy.

September 11—British International Cup race, Arcachon Bay.

September 12 to 14—Lucerne Motor Boat race meeting.

AUTO GARMENTS OF EVERY DESCRIPTION .



Gentlemen's Pure Linen Dusters, from \$3.50

Gentlemen's Waterproof Mohair Dust-Coats, from \$20.00

Gentlemen's 53-inch Long Waterproof Tan Leather Coats,
\$39.50

Cravenette Cloth Suits and Coats

*LADIES' GARMENTS IN SILK-RUBBER,
PONGEE, ETC.*

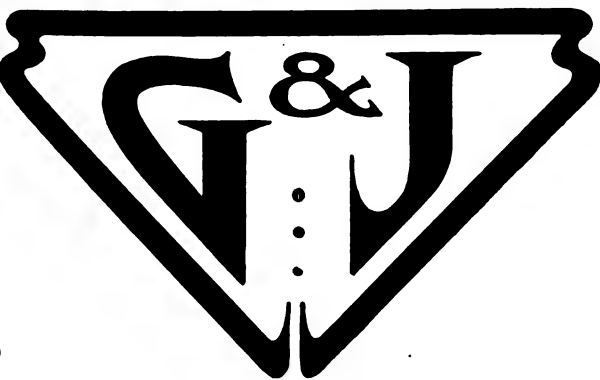
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The easiest tires in the world to handle.
They can be removed from the rim and
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NO LUGS TO INTERFERE NO PINCHED TUBES
NO EDGE CUTTING NO BLISTERING
MOST DURABLE

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the perfect tire. Catalog on request.

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*Rims branded in the channel with these copyrighted marks have been
inspected and pronounced perfect. We guarantee
our tires on all rims so branded.*



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THE FINEST 16-20 H. P. IMPORTED FRENCH CAR
PRICE, \$3,500.00

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We have entered suit against the United States Agency of the MICHELIN TIRE CO. for infringement of G & J patents, and the trade is warned against the purchase of such tires.

The following manufacturers are licensed under G & J patents:

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THE B. F. GOODRICH CO.
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TIRE CO.
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Main Office and Factory, INDIANAPOLIS, IND.

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Travel in a "Haynes" and you travel in luxury, because it rides so easily that miles upon miles may be traveled without fatigue—without inconvenience or mechanical disarrangements.

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Write for our "Proof of Progress" booklet; it explains the building of the first American Gasoline Car—the "Haynes." Our catalogue also fully describes the following models:

MODEL K, 35-40 H.P. 4 Cylinder, 108-in. Wheel Base,
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(Victoria or Folding Extension Top, \$200 extra.)

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neau, 81-in. Wheel Base, 32-in. Wheels, $3\frac{1}{2}$ -in. Tires **\$1500**

MODEL L, 16-18 H.P. 2 Cylinder, 2 Passenger, with
Folding Front Seat, 81-in. Wheel Base, 32-in.
Wheels, $3\frac{1}{2}$ -in. Tires. **\$1350**

THE HAYNES-Apperson Co.

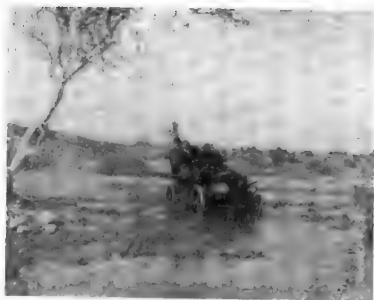
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THE CAR FOR SERVICE

To secure the greatest pleasures from touring, you must have a car which can carry you away from the beaten highways and bring you face to face with nature. An ordinary car cannot stand the test of rough cross-country work.

The White is not an ordinary car. It goes anywhere where the ground can sustain its weight. There is no trail—no matter how stony, or sandy, or steep—which the White cannot traverse. Buy a White and see the country as you have never seen it before.

Four years of uniform success establish all the claims made in behalf of the White. Write to us for bulletin No. 8, which gives an interesting summary of automobile history.

WHITE Sewing Machine **COMPANY** Cleveland Ohio

RICHARD-BRASIER

GORDON-BENNETT CUP WINNER 1904

WE HAVE FOR
IMMEDIATE DELIVERY

Three 16 H. P. four cylinder Cars
One 24-30 H. P. four cylinder Chassis
One 16 H. P. Limousine

Order now if you wish a car for spring delivery
1905 sizes: 16, 20, 30 and 50 H. P.
Write for list of 1905 changes

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THE marked economy of power wagons for delivery, express and truck service, and their superior reliability when in reasonably intelligent hands, is so well established that those who are conversant with the facts cannot fail to see that power wagons are rapidly beginning to supersede horse service. * * * * *

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Steering Gear—complete, Front axes—complete, Hub Brakes, Chains, Sprockets, Distance Rods, Countershaft and Reduction Gears, Countershaft Brakes, Motor Hangers, Electric Motors, Controllers and Accompanying Details.

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attached to any Automobile gives it that much desired *SUBSTANTIALITY* that contributes so largely to enjoyable motoring. Get a copy of "Opinions of Users" showing how much real use you may expect out of them. ADDRESS DEPARTMENT A. T.

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SPLITDORF COIL The Standard Automobile Sparker. Has stood the test of time. Adopted by all first-class manufacturers. Perfect insulation has placed the Splitdorf Coil where it is to-day. Accept no cheap imitations. Splitdorf Coils are wound with pure silk covered wire. Get the best; it will prove the cheapest in the end.



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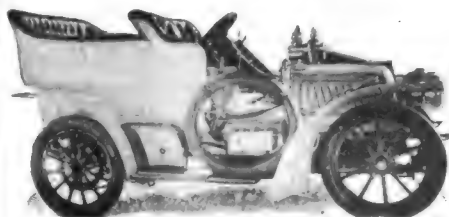
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133, 135, 137, 139 West 38th St., New York



BERG TOURING CAR

24 H. P.

Side Entrance

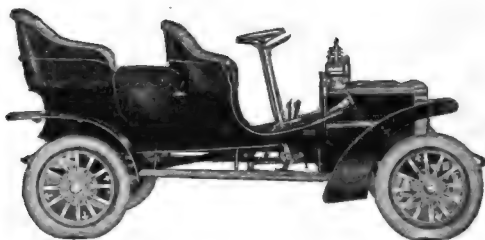
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18 H. P. Two-Passenger Touring Car	\$1,500
18 H. P. Five-Passenger Touring Car, Rear Entrance	1,600
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Automobilists pay more for MICHELIN TIRES than for any other.

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Tire makers are copying MICHELIN TIRES.

WHY?

If you are after the best and have an idea of true economy in the end, and if you are looking for the ORIGINAL and not for a poor copy, the above may give you a hint in what direction to look.

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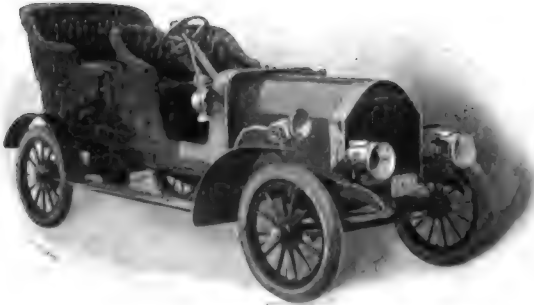
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 General Manager

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"MARKS A NEW ERA IN AUTOMOBILE CONSTRUCTION"



THE SENSATION
of the BOSTON SHOW

A 40-45 H. P. 4-cylinder, 4-cycle engine, five-passenger, side entrance, Gasolene Touring Car of the Highest Grade

WITHOUT

Starting Crank, Change Speed Gears, Clutch, Cams, Rocker Shafts, Tappets, Valve Gearing or Complications.

Every movement of the motive power and the car, from a state of absolute rest, forward at any speed or reverse, is controlled by one lever, operated either by hand or foot as preferred. Positively no other speed or movement controlling device of any kind on the car. Triple brakes—irreversible steering gear.

THE GAS-AU-LEC IS THE SIMPLEST GASOLENE CAR IN THE WORLD

both as to construction and control, and the easiest to operate and maintain.

NOT AN EXPERIMENT, BUT A SUCCESS. NOT A FREAK, BUT A PRACTICAL REVOLUTION

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"THE SIMPLE CAR"

Premiers

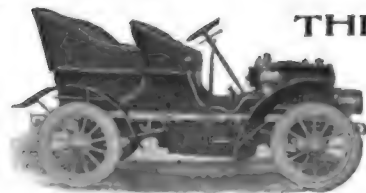
STAND FOR ALL
THAT IS BEST IN
AUTOMOBILE
CONSTRUCTION



Design, workmanship, material, power, comfort, simplicity—all points to consider in purchasing—they possess these qualities in a measure enjoyed by no other cars of their class. Send for catalogue of "The Quality Car."

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THE YALE At \$1000 and \$1100 only produces all the power of a car costing from \$600 to \$700 more, but this power is so proportioned to the weight that every particle of it is delivered at the wheels.

THE YALE

Goes—goes like the wind without skip or balk or hesitation. It is not cursed with trappiness or complication and a novice can control it as perfectly as a chauffeur, after an hour's driving. There are some excellent cars costing more money—there is only one Yale at \$1000 delivering all the efficiency of these cars which do cost more money.

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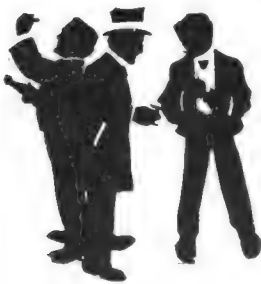
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ALL SCOTCH
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"White Label"
The very finest Old Scotch Whisky
John Dewar & Sons Ltd
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WATERLOO DOCK.

DEWAR'S
WHITE LABEL
THE WHISKY OF GREAT AGE



POMMERY CHAMPAGNE



THE STANDARD OF QUALITY

ONE REASON WHY POMMERY CHAMPAGNE MAINTAINS ITS POPULARITY WITH THOSE
WHO DEMAND THE BEST OF WINES IS THAT THE POMMERY STANDARD
OF QUALITY IS NEVER LOWERED IN ORDER TO JOIN
THE RACE FOR QUANTITY

CHARLES GRAEF & COMPANY, SOLE AGENTS **32 Beaver Street, NEW YORK**
UNITED STATES.
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Pierce Cars in 1905

WE have been gradually getting to the point where we can construct an American car which will stand for American construction in the same way that the French car stands for French construction. We have accepted the best Continental experience and shaped it to American needs. We believe that our 1905 car is pre-eminently the car for American use, adapted to American roads and the American temperament. We do not think our success is comparative. We consider that it is absolute. We believe there is no reason why we should admit that any car made anywhere is superior to the Pierce. We have made for 1905 six cars representing three mechanisms. The first mechanism is the 28-32 H. P. four-cylinder Chassis, mounted as follows:

The Great Arrow, side entrance, King of Belgium type Tonneau \$4,000
 The Suburban, body by Quinby 5,000
 The Landaulet, body by Quinby 5,000
 The Opera Coach, body by Quinby 5,000

The second mechanism is the 24-28 H. P. four-cylinder Chassis, side entrance, King of Belgium type Tonneau \$3,500
 The third mechanism is our well-known single-cylinder Stanhope, 8 H. P. 1,200

These six cars express the best that we know in the building of motor cars. They are all gear-driven machines. The unusual success that attended Pierce cars in 1904 convinces us that our solution of the problem of successful motor car building is the right one. That success was recognized by the St. Louis Exposition, which awarded the Pierce line the Grand Prize. Our catalog and technical descriptive matter sent on application.

THE GEORGE N. PIERCE COMPANY, Buffalo, N. Y.

Members of Association of Licensed Automobile Manufacturers. Manufacturers of Pierce Cycles.

FOR SALE BY

Dowling & Maguire, Boston, Mass.; H. W. Whipple, Binghamton, N. Y.; H. Paulman & Co., Chicago, Ill.; The George N. Pierce Co., Denver, Col.; Stirling Automobile Co., Detroit, Mich.; N. L. Biever, Derby, Conn.; Elmira Arms Company, Elmira, N. Y.; Waterman Bros., Fresno, Cal.; J. A. Place, Geneva, N. Y.; East Coast Automobile Co., Jacksonville, Fla.; L. H. Johnson, Los Angeles, Cal.; Harrolds Motor Car Co., New York, N. Y.; The Geo. N. Pierce Co., Oakland, Cal.; Wilson & Co., Ottawa, Canada; Banker Bros. Co., Pittsburgh, Pa.; H. J. Willard, Portland, Maine; R. V. Connerat, Savannah, Ga.; C. P. Joy Automobile Co., St. Paul, Minn.; Mobile Carriage Co., San Francisco, Cal.; Standard Motor Car Co., Scranton, Pa.; Western Automobile Co., St. Louis, Mo.; M. C. Blackman Automobile Co., Syracuse, N. Y.; Miller-Mundy Motor Car Company, Utica, N. Y.; Central Automobile Exchange, Worcester, Mass.

Chicago Automobile Show, Spaces Nos. 49, 50, 65 and 66.
 New York Automobile Show, Center Aisle, Section F.

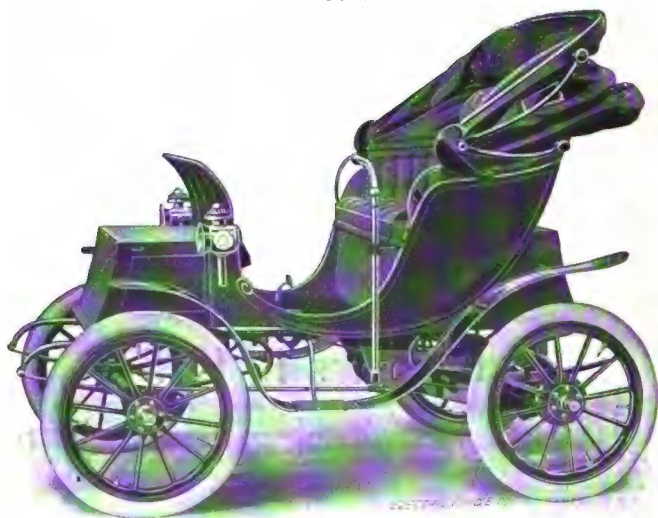
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Columbia

New Model Electric

VICTORIA PHAETON

MARK LXI



This is the handsomest, most carefully constructed and most perfectly appointed light electric carriage ever built. It has "de luxe" features throughout. All material entering into its construction is the best that money can buy. The body design was selected as the most artistic and practical of many submitted by expert carriage architects. The hand-buffed leather hood is perfectly fitted, beautifully lined and affords, in combination with the ample rain boot, complete protection in stormy weather, making the carriage especially desirable for physicians' use. Its refined appearance, comfort, elegance and simplicity of operation make it especially appropriate for ladies' use.

Speed, 15 miles per hour

Price, \$1,350.00

*Don't fail to see this and the other new Columbia Models
at the New York Show, Main Floor, Center Aisle*

Electric Vehicle Company, Hartford, Conn.

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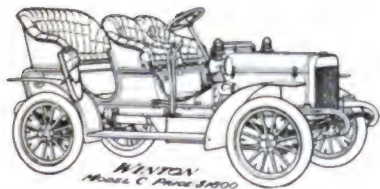
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✠ 1440 Broadway, New York, January 21, 1905 ✠

NO 15

WINTON

SIMPLICITY IN IGNITION



Ignition troubles are overcome in the 1905 Winton. We have NO dry batteries, NO storage batteries and NO multiple, vibrator, spark coil.

Batteries are bulky and heavy. They lose their power unexpectedly. Frequent replacements run up a large expense item.

Multiple, vibrator, spark coils are delicately adjusted. They get out of order without apparent cause. When out of order, you must be an expert or have abundant luck to get them back into working order.

The WINTON 1905 ignition outfit includes (1) a powerful magneto, and (2) the simplest kind of spark coil—one that never needs adjustment.

Magneto ignition is now being used on practically all high grade cars.

BUT—note his difference.

The WINTON magneto is driven by gear, direct connected to the engine. Other magnetos are driven by chain or friction. When so driven, there is BACKLASH or SLIPPING. That means an intermittent spark, lost power and, very often, engine breakage, due to premature firing.

WINTON ignition overcomes these faults—is ABSOLUTELY SURE. The spark MUST occur at the Proper Time and is always FAT and HOT.

That advantage, like many others, is an exclusive WINTON feature. Catalog No. 4 tells about them all.

FIVE MODELS—ALL WITH FOUR-CYLINDER VERTICAL MOTORS.

Model C (shown herewith), 18-20 H.P., \$1,800; Model B, 24-30 H.P., \$2,500; Model S Limousine, 24-30 H.P., \$3,500; Model A, 40-50 H.P., \$3,500; Model A Limousine, 40-50 H.P., \$4,500.

POLAR COMPOUND

Keeps water fluid at 10° below zero. One filling lasts all winter. 25c. per gallon, f. o. b. Cleveland. Shipping cans extra—5 gal. 50c., 10 gal. 75c.

THE WINTON MOTOR CARRIAGE CO.

Member A. L. A. M.

CLEVELAND, OHIO, U. S. A.



THE PERFECTED DUNLOP DETACHABLE TIRE...

Is the **ONLY AUTOMOBILE TIRE** in the World that is actually sold and shipped in Car-Load lots to the manufacturers of Motor Cars.



The above picture represents two of the seven Car Loads of the **PERFECTED DUNLOP TIRES** sold and shipped from our Factory in Hartford, Conn., within the past twenty-eight days.



The Hartford Rubber Works Co.

HARTFORD, CONN.

Boston	Philadelphia	Minneapolis	Buffalo	Denver	St. Louis
New York	Cleveland	San Francisco	Detroit	Chicago	

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Successful Car Building

WE are this year standing firmly on the fact that we have built a real car because we have built a car adapted to American conditions, American roads and the American temperament. We know our American market as no French builder can know it.

We have surmounted the problems of car-building this year as we never surmounted them before, although our progress has been steady on right lines.

We believe the Pierce car to-day expresses the best that can be had in car-building, and we are willing to abide by the result of actual experiment.

Booklet describing the six 1905 cars of the George N. Pierce Company, with special booklets describing the mechanism of each, will be sent on request.

THE GEORGE N. PIERCE COMPANY

BUFFALO, N. Y.

MANUFACTURERS OF PIERCE CYCLES

Members of Association of Licensed Automobile Manufacturers

The 24-28 horse-power Pierce Great Arrow Car, King of Belgium Tonneau, with side entrance, equipped with full canopy top, with sliding glass front and full leather drop curtains side and rear. Price, \$3,500. Top extra.

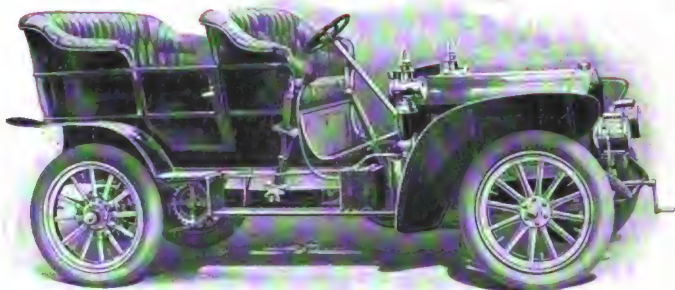


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H. Paulman & Co., Chicago, Ill.
The George N. Pierce Co., Denver, Colo.
Stirling Automobile Co., Detroit, Mich.
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H. J. Willard, Portland, Maine.
R. V. Connerat, Savannah, Ga.
C. P. Joy Automobile Co., St. Paul, Minn.
Mobile Carriage Co., San Francisco, Cal.
Standard Motor Car Co., Scranton, Pa.
Western Automobile Co., St. Louis, Mo.
M. C. Blackman Automobile Co., Syracuse, N. Y.
Miller-Mundy Motor Car Co., Utica, N. Y.
Central Automobile Exchange, Worcester, Mass.
United States Automobile Co., Rochester, N. Y.
The Shepard Co., Providence, R. I.
The Simpson-Strauss Automobile Co., Louisville, Ky.

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Columbia 35-40 Horse Power MARK XLV CARS



In the development of

Columbia Gasolene Cars

improvement has been added to improvement, betterment to betterment, until in our 1905 models we have a uniformity of excellence covering motive power, control and body design, that can be found in no other American cars.

Columbia Electric Carriages

have been the leaders through all changes of design and type since 1895 and our new models more than sustain the reputation of their predecessors.

Catalogue of Columbia 35-40 and 18 H.P. Gasolene Cars will be sent on request. Also separate catalogues of Columbia Electric Carriages and Columbia Commercial Vehicles

Standard Side Door Entrance,
\$4,000

Royal Victoria	-	5,000
Double Victoria	-	5,000
Landaulet	-	5,500
Limousine	-	5,500

18 H. P. LIGHT TOURING
CAR, \$1,750

ELECTRIC VICTORIA
PHAETON, \$1,350

LIGHT ELECTRIC
RUNABOUT, \$900

ELECTRIC VEHICLE COMPANY

Hartford, Conn.

NEW YORK 134 West 39th St. BOSTON: 74 Stanhope St. CHICAGO: 1413 Michigan Ave.

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Boston Show is Biggest and Best

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A POPULAR MAGAZINE
FOR EVERYBODY
INTERESTED IN MOTOR CARS
AND MOTOR BOATS—THE NOVICE,
THE ENTHUSIAST, THE EXPERT

*News—Comment—Stories
Touring and Operating Hints
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ILLUSTRATED

EVERY SATURDAY

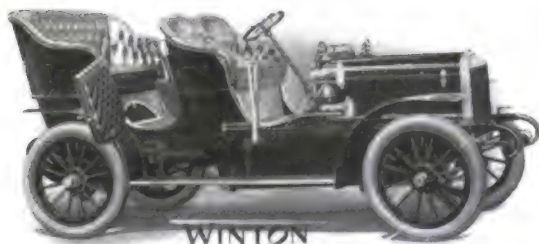
TEN CENTS

VOL. IX

1440 Broadway, New York, March 18, 1905

NO 23

WINTON



AS AN INVESTMENT

Backed by the reputation, stability and policy of this company, every WINTON Car is a Safe Investment.

We shall want your patronage in future years, as well as now. Consequently, our Cars are made with the purpose always in mind that they shall give you Constantly Satisfactory Service.

Mr. Jos. A. Jones, first vice-president of the Gulf & Ship Island Railroad Co., writes:

"My 1902 Winton Touring Car, which toured New York and Pennsylvania in 1902 and 1903, and went over the Rocky Mountains and back in 1904, has now made more than 18,000 miles, and is running with more power than ever. For the absolute satisfaction I have had in

It has given most satisfactory service. I sincerely wish to thank you for the absolute satisfaction I have had in dealing with you."

The 1902 WINTON was not as good as the 1905 WINTON. We have had three years' experience meanwhile, and our newest cars embody many features not dreamed of three years ago. Read about them in Catalog No. 4, which we will send you upon request.

FOUR-CYLINDER VERTICAL MOTORS ON ALL FIVE MODELS

Model C, 16-20 H.P., \$1,800; Model B, 21-30 H.P., \$2,500; Model A, 40-50 H.P., \$3,500; Limousine, 24-30 H.P., \$3,500; Limousine, 40-50 H.P., \$4,500.

THE WINTON MOTOR CARRIAGE CO.

Member A. L. A. M.

CLEVELAND, OHIO, U. S. A.

BRANCHES in New York, Boston, Philadelphia, Chicago and London. Sales Agencies Everywhere.

Basic Defect OF AUTOMOBILE TIRE CONSTRUCTION **Eliminated** BY **Perfected Dunlop Method**

OF DIRECT STEAM CURED

(NO MOULDS USED)

The Fabric (the heart of the tire) in other types is CRUSHED in a mould, which burns and weakens both fabric and friction.

THE PERFECTED DUNLOP

is the ONLY TIRE that can be and is COMPLETELY cured by direct application of steam; this method retains the full strength and durability of Fabric and Friction.

The Hartford Rubber Works Company

Factory No. 1 and 2, HARTFORD, CONN.

Factory No. 3, NEW BRUNSWICK, N. J.

BRANCHES

Boston	New York	Philadelphia	Buffalo	Cleveland	Detroit	Chicago
St. Louis	Minneapolis	Denver	San Francisco	Los Angeles		

Mention "Automobile Topics" when writing.



\$1000 IN PRIZES

To Designers and Artists

The George N. Pierce Company, of Buffalo, makers of Great Arrow Motor Cars, in order to secure the best designs and color schemes possible for their cars, offer the following prizes:

FOR MOTOR CAR OPEN BODIES

1st Prize, \$250.00; 2d Prize, \$100.00

for a body for a side-entrance car, based upon availability, usefulness and beauty. Specifications to be supplied.

FOR MOTOR CAR ENCLOSED OR LIMOUSINE BODIES

1st Prize, \$250.00; 2d Prize, \$100.00

for a design for a body with side entrance, as per specifications to be supplied, to be based upon availability, usefulness and beauty. Competitors must supply scale drawings of side and rear elevation and seating plan.

FOR COLOR SCHEME FOR MOTOR CAR BODIES

1st Prize, \$200.00; 2d Prize, \$100.00

for a color scheme of some existing type of our motor car, either open or enclosed. In awarding prizes the reliability of colors chosen and the appropriateness to the service will be considered.

Designers and artists are requested to write at once, to the George N. Pierce Company, Buffalo, N. Y., for full description of the contest and specifications or outlines to work upon. Full information cannot be given here.

The contest closes June 1st, 1905.

All designs not worthy of award will be returned at the company's expense, or will be paid for at a price not to exceed fifty dollars at the company's option.

THE GEORGE N. PIERCE CO.

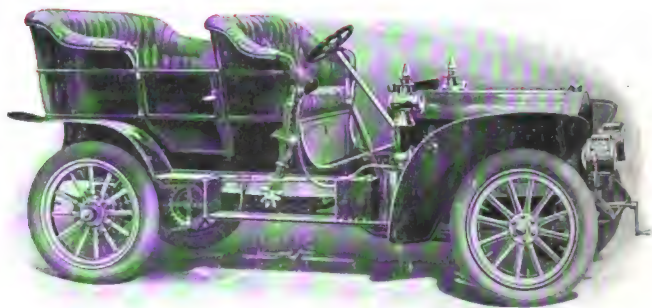
Buffalo, N. Y.

Mention "Automobile Topics" when writing.

Columbia

35-40 H.P. Cars

SPECIAL ANNOUNCEMENT



To meet a wide demand for 35-40 H.P. Columbia Cars with bodies for both summer and winter use, we are now fitting our 112-inch wheel base chassis with Standard Side Door Body which can be quickly replaced by our Limousine Body.

Standard Car complete. 112-inch wheel base	\$4,200.00
Limousine Car complete - - -	5,500.00
Standard Side Door Body, painted and trimmed, ready for chassis - - -	750.00
Limousine body, painted and trimmed, ready for chassis - - -	1,800.00

The Columbia Limousine Body presents the most perfect combination of utility and art ever reached in coach work applied to automobiles.

Catalogue of Columbia 18 H.P. and 30 H.P. Gasolene Cars will be sent on request; also special catalogues of Columbia Electric Carriages and Commercial Vehicles

ELECTRIC VEHICLE COMPANY

Hartford, Conn.

NEW YORK : 134 West 39th St. BOSTON : 74 Stanhope St. CHICAGO : 1413 Michigan Ave.

Member Association of Licensed Automobile Manufacturers

Mention "Automobile Topics" when writing

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